PACIFIC FISHERMAN

LIBRARY
FISH & WILDLIFE SERVICE
PACIFIC OCEANIC FISHERY
INVESTIGATIONS
OCT 9 1953

P.17
P.21
P.53

nts

CESS

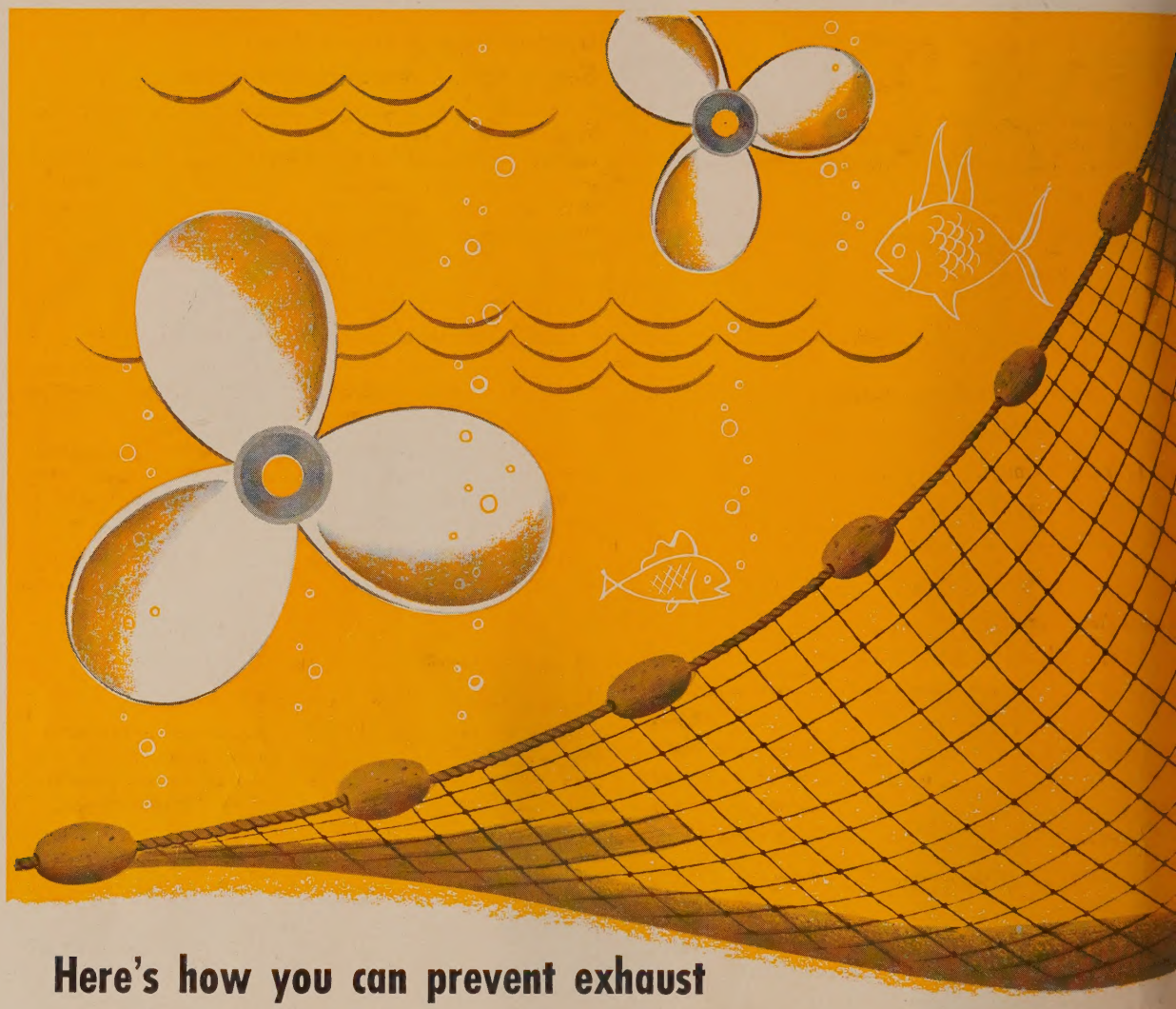
TH

MON

s Story
the
el Run

e 18

anks full,
pper dries
mpara in
al breeze
epares to
baiting
to seek
ea.



Here's how you can prevent exhaust port-fouling problems . . . Minimize over-all engine wear with

SHELL TALONA OIL

Now—by using Shell Talona Oil, operators of fishing craft find they completely eliminate port-fouling problems and at the same time minimize engine wear. Continued use of Shell Talona Oil has lengthened time between overhauls to an extent formerly thought impossible.

The low-carbon-forming tendency of Shell Talona Oil prevents port-fouling, even in the extreme range of jacket temperatures normal in fishing craft operation. The small deposits of carbon that do form are soft, flaky and self-cleaning.

In addition to freedom from port-fouling, Shell Talona Oil gives all these advantages to fishing craft operators.

1. **Superior anti-wear properties**
2. **Outstanding oxidation stability**
3. **Excellent engine cleanliness and detergent-dispersant action**
4. **Protection against bearing corrosion**
5. **Proper lubrication of all moving parts**
6. **Maximum resistance to foaming**

Get the full story about Shell Talona Oil. See the Shell Marine dealer in your port.

SHELL

SHELL TALONA OIL

PACIFIC FISHERMAN

ber, 1953 Volume 51, No. 11

TABLE OF CONTENTS

ast in Salmon 11
Seiners Strike it Rich 13
ese Launch Costa Rica Venture 13
ne Outlook Cloudy 15
ss With Salmon 18
una Fishery Maintain Pace? 21
IC FISHERMAN'S NEWS 25
core on Drum Seine Operations 31
ese Tuna Trends 53
FISH MARKETING 61

t Gilbert ..... Editor
Ponsford ..... Associate Editor
F. Leete ..... Associate Editor
es L. Shaw ..... Associate Editor
Hillyard ..... Advertising Mgr.

A Miller Freeman Publication

Freeman ..... President
nce K. Smith ..... Vice President
m B. Freeman ..... Vice President
Freeman, Jr. ..... Secy.-Treasurer

Publishing Office
815 Witmer St., Los Angeles 17, Calif.
DUnkirk 9-1112

Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAin 1626

ington Av., New York 17, N. Y. ..... MUrray Hill 3-9294
ward St. (Rm. 308), Chicago 26, Ill. ..... ROgers Park 4-3420
al Bank Bldg., Vancouver, B. C. ..... MArine 7287
Third Av., Portland 4, Ore. ..... BEacon 6348
ond Street, San Francisco 5, Calif. ..... GArfield 1-5887
valon Blvd., Wilmington, Calif. ..... TErminal 4-4538
nte St., New Orleans 18, La. ..... AMhurst 2762

SUBSCRIPTION RATES: U. S. and Canada—one year $3.00; two years $5.00; three years $7.00. Other countries—one year $4.00; two years $7.00.

CHANGE OF ADDRESS: Please send notice of change of address as early as possible, and both old and new addresses, plus zone number at new address.

SING: Complete plates only should be sent to the Publishing Los Angeles . . . Advertising copy and cuts, instructions and orders should be sent to the Seattle office.

FISHERMAN (with which is combined West Coast Fisheries). l monthly except January when publication is semi-monthly, t Freeman Publications, at 815 Witmer St., Los Angeles 17, x. Entered as second class matter at the Post Office, Los California, under Act of March 3, 1879. Postmaster, please ice 3579 to PACIFIC FISHERMAN, 121 Second St., San Fran- California.

International Cooperation Seeks Pink Salmon Escapement

Counting an adequate Pink salmon escapement to the Fraser River of real concern to American fishermen, because a substantial part of the North Puget Sound catch of Pinks comes from fish bound for the Fraser, Robert J. Schoettler, Washington director of fisheries, late in September closed to fishing the area from Patos Island to Point Roberts. Similar action was taken in 1951, which is believed to be one of the factors contributing to the increased run this year.

The action was taken after close consultation with A. J. Whitmore, Canadian chief supervisor of fisheries, who had previously applied stringent closures in the Johnston Strait areas to provide escapement.

Lack of any substantial rainfall during the first half of September was believed to be keeping the Pinks in the fishing areas outside the streams and retarding the movement out of the fishery and to the spawning areas.

Escapement-protective closure, even at the sacrifice of a minor portion of the late run, looked like good business.

Van Camp Submits Only Bid For Samoan Tuna Cannery

Only bid received by the Department of the Interior in September for lease of the government-owned tuna cannery at Tutuila, American Samoa, was that submitted by the Van Camp Sea Food Co. of Terminal Island, Calif. The proposal was for a period of five years.

Details of the offer, and official reaction toward it, were not available at presstime.

The plant was built several years ago as a Rockefeller-financed development venture; but has never operated because of lack of a fish supply. Original bid-opening brought no tenders; but subsequent clarification of the status of foreign-caught fish landed in Samoa led to re-advertising and the Van Camp bid.

Puget Sound Pink Pack Running Ahead of Cycle

Pink salmon canning on Puget Sound was continuing actively at presstime for this issue the middle of September. Last count of the Washington Pink catch Sept. 15 gave 5,788,000 fish, which figures out to something like 420,000 full cases.

At that time fishing was continuing in fair volume, and the "Cape" fishery was continuing to take Pinks, which indicated that the run could be expected to continue for several days at least.

The 1953 at presstime was well ahead of that for the cycle year 1951, and was closely approaching that of 1949.

Alaska Fall Chum Season

With a good deal of interest in fall Chum canning evident among Southeast Alaska packers anxious to average-down their losses by large volume, the Fish and Wildlife Service advanced the general Chum season opening in the Icy Strait, Western and Eastern districts from Sept. 24 to 21, to run through Sept. 30.

Nylon netting lasts longer

RESULTS: REDUCED MENDING AND REPLACEMENT COSTS

Fibers of Du Pont nylon *keep* their great strength far longer than other fibers ordinarily used in netting. Nylon nets require less mending and replacements. Nylon's great resistance to rot and wear makes netting last longer. Everywhere, fishermen are proving that nylon helps cut their operating costs.

Here are four more good reasons why you should switch to netting of Du Pont nylon.

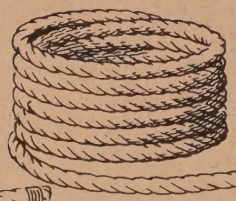
1. NEEDS NO PRESERVATIVE! Marine organisms, fungus, mildew, oil or gasoline have little effect on nylon. Nets can be left in the water indefinitely; you save the cost of preservatives, the labor of applying them; and nets weigh less.

2. ABSORBS LITTLE WATER! Nets of Du Pont nylon gain less than half the weight other nets do when wet. This makes them easier to handle, cuts your marine-power costs.

3. NEEDS NO DRYING! Nets of nylon can be used catch after catch, day after day, without time lost in drying. This reduces the number of nets formerly needed to maintain continuous, profitable fishing. Nylon nets can be stored wet, too.

4. WEIGHS LESS! Where less weight is important, nylon's great strength allows use of smaller twines, making nets lighter, easier to handle. Pound for pound, you get a greater length of netting with nylon.

Only nylon netting gives you *all* these important advantages. So call your net supplier for information on the latest in nylon.



✓ CHECK THESE EXTRA VALUES OF

NYLON ROPE

- Stronger—lasts longer, high shock absorbency.
- More flexible.
- Resists abrasion and rot.
- Needs no drying or preservative.
- Lighter weight—easier to handle.

Profit-wise fishermen use nets o NYLON to cut operating costs

E. I. DU PONT DE NEMOURS & COMPANY, INC.
TEXTILE FIBERS DEPARTMENT
WILMINGTON, DELAWARE

DU PONT
REG. U.S. PAT. OFF.

BETTER THINGS FOR BETTER LI ...THROUGH CHEMISTRY

Tailors in tin western fish packers

Four of Continental's nine plants on the Coast devote most or all of their production to making cans for salmon, tuna and sardines. And we have three research laboratories handily located at Seattle, Hayward and Whittier. Continental Service to Western fish packers is truly Tailor-Made.

This means prompt delivery of the right cans in the right quantities. It means, too, that we can reach you quickly to help you with special problems that require research and engineering facilities. (These are always available to our customers.)

For individual attention to your packaging needs it will pay you to call Continental. Why not try our Tailor-Made Service now.

NTINENTAL CAN COMPANY

1120 Wilshire Blvd., Los Angeles 17

Building, San Francisco 4 • Skinner Building, Seattle 1

Pauls "LOCKNOT" is acclaimed by hundreds of gill netters as the only knot they have found in Nylon Netting that will not slip, turn or saw. In actual operation "LOCKNOT" netting has gilled and held larger fish then any other similar netting on the market. This patented knot is so constructed as to positively stop the loss of fish 100%. Available in Nylon Twine 40/3 to 40/12 ply—also in Linen Salmon Twine 40/3 to 40/14. Inquire today about this profit building "LOCKNOT" gill netting . . . Sold by Pauls dealers listed below.

* Locknot is a registered trade name for Pauls doul knot netting, which is manufactured under a spec patented process and sold only by the authoriz dealers listed below, and should not be confused wi netting of a similar name that might be sold to y as a substitute by unauthorized persons.

PAULS Netting

PACIFIC COA DISTRIBUTORS

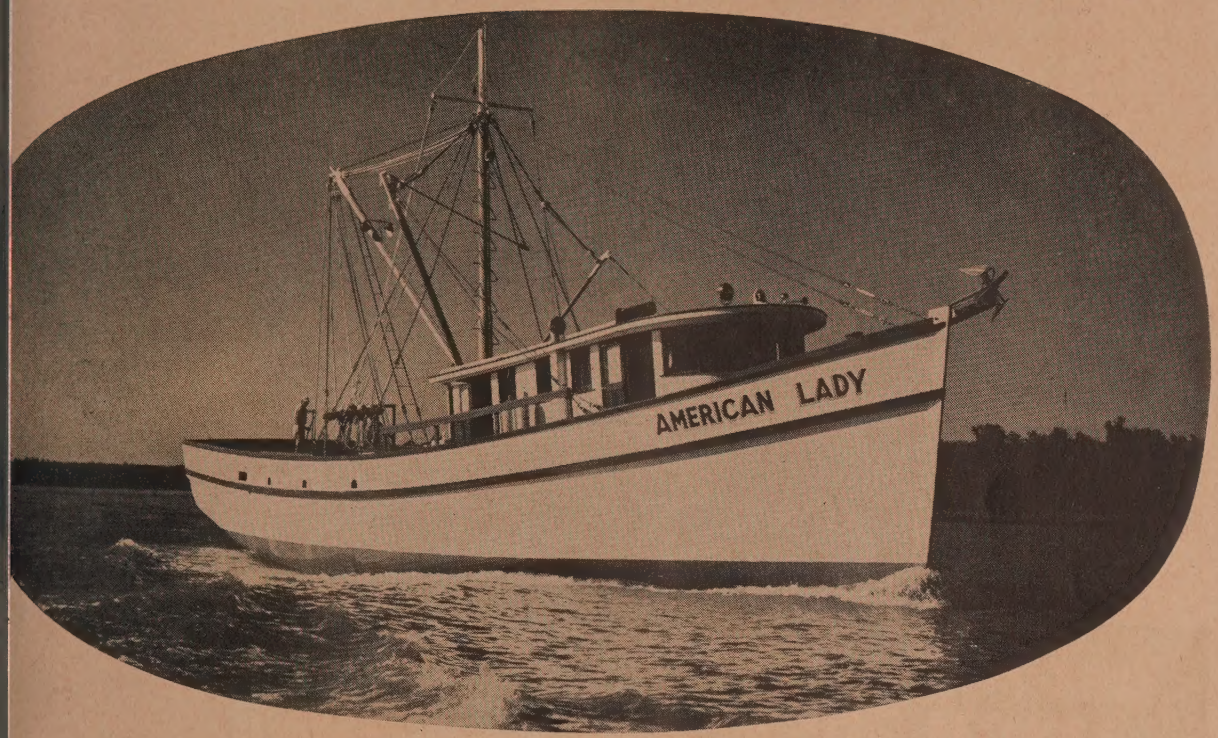
F. J. Cardinalli, Pittsburgh, Cal.

Alfred Puusti & C 212 Taylor Ave., Astoria, Oregon

Nordby Supply C 1300 Western A Seattle, Washing

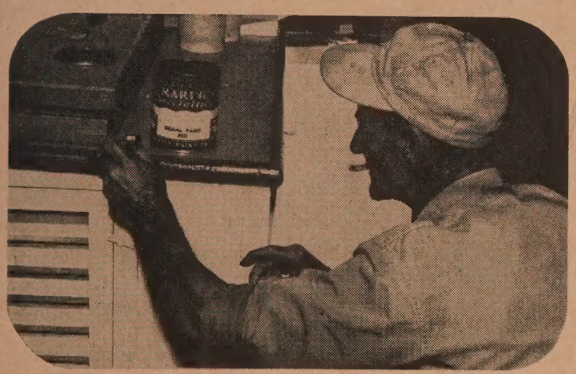
PAULS FISH NET COMPANY • ***Main Office:*** **357 W. OHIO ST., CHICAGO, ILL.**

's a Proud "AMERICAN LADY"



Beautified and Protected with

PETTIT PAINT



Pettit Signal Paint Red for trim

The new 73' shrimp trawler, *"American Lady"* recently built for Marion Duzich of Aransas Pass, Texas . . . will stay sparkling white despite sun, seas, spray and harbor fumes. High quality Pettit Paint from top to bottom assures complete protection, too.

Pettit Battleship Blue Gray for side and rail

IC COAST DISTRIBUTORS: Adanac Marine Supply Co., Ltd., Vancouver, B. C.; Jack Bolton Marine, Denver, Colo.; The Beebe Co., Portland and Astoria, n; Carstens Marine Supplies, Spokane, Wash.; Gray's Motor Service, Inc., Salt Lake City, Utah; B. H. Hebgen Co. Ltd., San Francisco and Los Angeles, Marine Components, Santa Monica, Calif.; Nordby Supply Co., Seattle, Wash. and Ketchikan, Alaska; Nuttall Styris Co., San Diego, Calif.; Outdoor nent Corp., Las Vegas, Nevada; Ray Marine Distributing Co., Seattle, Wash.

ETTIT PAINT CO., INC. SINCE 1861 **BELLEVILLE, NEW JERSEY**
SAN LEANDRO, CALIFORNIA

GET ANY OF THESE CAPACITIES WITH ONE DE LAVAL-BIRD MEAL RECOVERY CENTRIFUGE 3,000 – 6,000 – 10,000 GPH

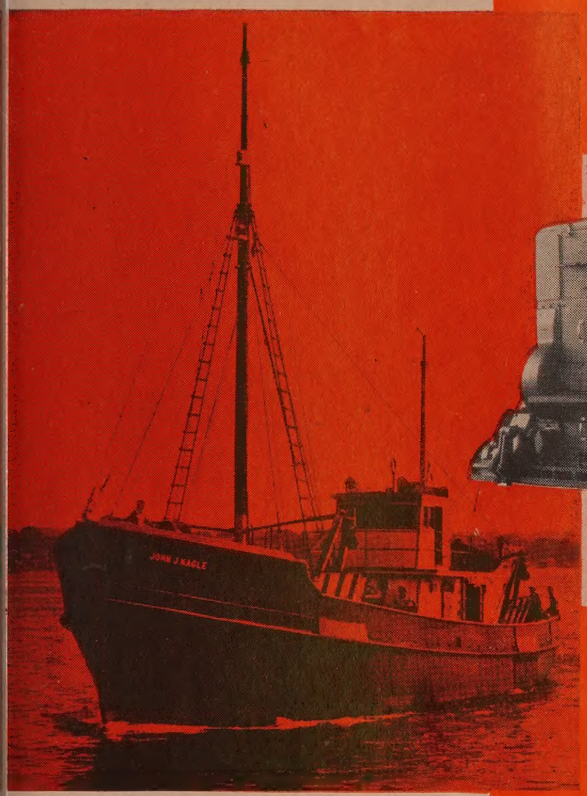
De Laval-Bird Meal Recovery Centrifuges are available in sizes to fit production needs of every plant. From 3,000 to as much as 10,000 gallons of press liquor per hour can be handled in a single De Laval-Bird machine.

These centrifuges are of the horizontal type, especially designed to separate meal from press liquor. The meal recovered is high in proteins . . . low in oil content. These Meal Recovery Centrifuges are built to save space, reduce first-cost expense and minimize maintenance.

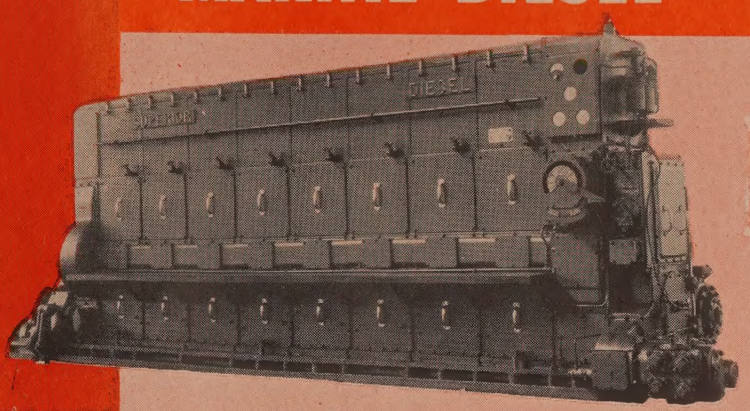
THE DE LAVAL SEPARATOR COMPANY
Chicago POUGHKEEPSIE, N.Y. San Francisco

DE LAVAL FISH OIL SEPARATOR

FIFTEENTH SUPERIOR MARINE DIESEL



"John J. Nagle," 103-foot dragger which ... service as U. S. S. APC 90 before conversion ... the O'Hara's own shipyard. Original designs ... conversion plans were prepared by ... Edge-McInnis Inc., Naval Architects, Boston.



Eight-cylinder, 4-cycle, Superior Diesel, of the same series as the six-cylinder model that is installed in the "John J. Nagle".

owned by

F. J. O'HARA & SONS INC.
of Portland, Maine

ADDS NEW PROOF OF **SUPERIOR DIESEL** PERFORMANCE

Few fishing fleet operators have put Superior Marine Diesels through as many tests as J. F. O'Hara and Sons who are now operating their *15th Superior* in their dragger "John J. Nagle."

Actually, this 400 HP Superior had already established a record of performance in naval service from 1944 to 1951, when the O'Hara firm purchased the former "APC 90" for conversion to fishing service.

This latest addition to the O'Hara fishing fleet is already establishing a record for its first season of operation.

And her Superior Diesel is showing the same kind of top-notch performance the O'Hara's now expect after their long experience with Superior Marine Diesels.

If you'd like further details and an arrangement sketch of the John J. Nagle, ask your nearest Superior-Atlas Representative, listed below, or write Springfield.

Superior ENGINES

ATLAS Imperial DIESEL ENGINES

DIESEL • DUAL FUEL • GAS

...ributor of Lister Diesels in the U.S.A.

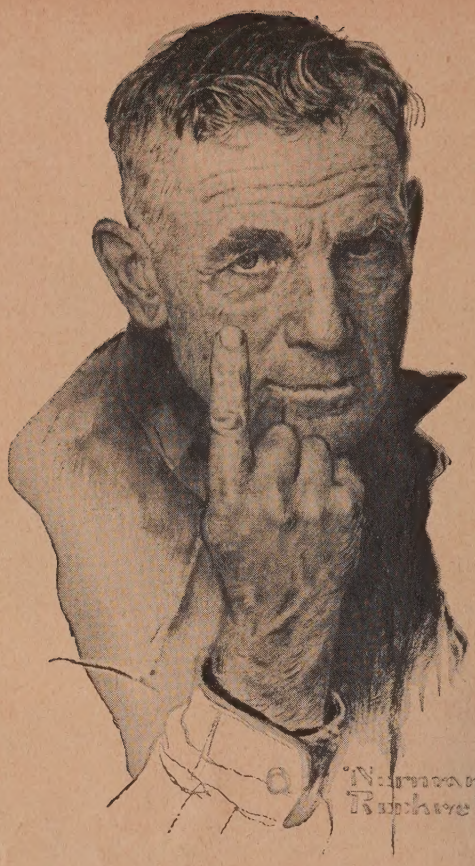
ENGINE DIVISION

THE **NATIONAL SUPPLY** COMPANY

PLANT AND GENERAL OFFICES:

SPRINGFIELD; OHIO

SALES AND SERVICE POINTS:
Gloucester, Massachusetts
Kansas City, Mo.
Houston • Fort Worth, Texas
San Diego • Oakland
Terminal Island, California
Ketchikan, Alaska • Lincoln, Neb.
Washington, D.C. • Chicago
Portland • Astoria, Oregon
Halifax, Nova Scotia
Vancouver, B.C. • Toronto, Ontario
Park Rapids, Minnesota
New York • Seattle • New Orleans



"There's only ONE reason!"

IT'S JUST THAT SIMPLE. There's only one reason in the world why so many commercial fishermen prefer Roebling wire rope... *it costs a lot less on the job than any other.*

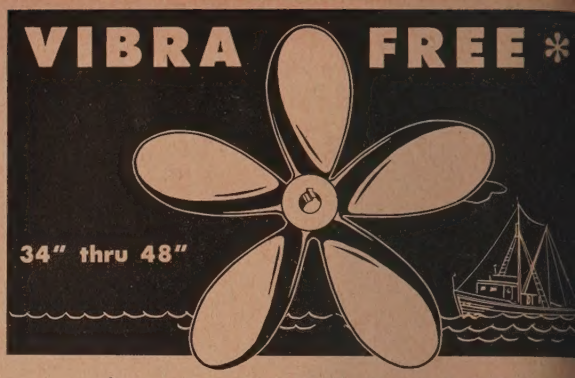
For maximum wire rope efficiency and economy, call your nearest Roebling office for a Field Man. He'll recommend the best ropes for your type of fishing.

ROEBLING CF&I

A subsidiary of The Colorado Fuel and Iron Corporation

JOHN A. ROEBLING'S SONS CORPORATION, TRENTON 2, N. J. BRANCHES: ATLANTA, 934 AVON AVE. • BOSTON, 51 SLEEPER ST. • CHICAGO, 5525 W. ROOSEVELT RD. • CINCINNATI, 3253 FREDONIA AVE. • CLEVELAND, 13225 LAKEWOOD HEIGHTS BLVD. • DENVER, 4801 JACKSON ST. • DETROIT, 915 FISHER BLDG. • HOUSTON, 6216 NAVIGATION BLVD. • LOS ANGELES, 5340 E. HARBOR ST. • NEW YORK, 19 RECTOR ST. • ODESSA, TEXAS, 1920 E. 2ND ST. • PHILADELPHIA, 230 VINE ST. • SAN FRANCISCO, 1740 17TH ST. • SEATTLE, 900 1ST AVE. S. • TULSA, 321 N. CHEYENNE ST. • EXPORT SALES OFFICE, TRENTON 2, N. J.

VIBRA FREE*



*A POSITIVE CORRECTIVE FOR VESSELS WITH ABNORMAL VIBRATION

If you want to get rid of the excessive vibration that ruins nerves as well as hull and fittings, here's the way to do so completely . . . change to the new, thoroughly proven FEDERAL "VIBRA-FREE" 5-blade wheel. And, as a bonus, you will get considerably more speed and greater fuel economy. Requires no change in R.P.M., diameter or pitch, and the cost is little more than a 3-blade standard wheel. See your FEDERAL dealer, NOW! It will pay you.

FEDERAL PROPELLERS GRAND RAPIDS 3, MICHIGA

Authorized Dealer

RCA **RADIOMARINE**

Radiotelephones • Direction Finders

RADIOMARINE

DIRECTION FINDERS • RADIOTELEPHONES

Shepherd Radio Shops are skillfully manned and equipped to service your radio equipment. Complete spare parts available.

only at

Los Angeles AN 10261

San Diego FR 99471

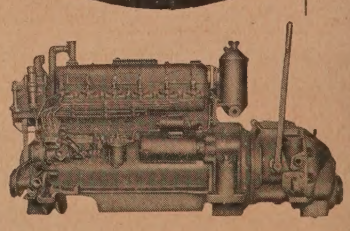
SHEPHERD MARINE

San Pedro TE 3-2787

Red Wing MARINE ENGINES

Full line of Gasoline and Diesel Types

7 H.P. to 200 H.P.



NEW D6-80 MARINE DIESEL

FOR MEDIUM HIGH SPEED SERVICE IN FAST CRUISERS OR COMMERCIAL CRAFT.

Smooth running and powerful this compact "Diesel Six" is ideal for new or replacement power in fast cruisers or commercial craft. Overhead valve type 80 H.P. motor has 4" bore, 4" stroke and 302 cubic inch piston displacement. It has a 12 volt heavy duty electric starter and generator, fresh water cooling, and includes the best and newest features in diesel marine engine design. Red Wing manufactures other marine diesels 30 to 200 H.P. and gasoline models from 10 to 9 H.P.

Write today and let us send you complete details on Red Wing motors.

RED WING MOTOR & MFG. CO., RED WING, MINN.

ıe NEW

ADIOMARINE® 3.2 cm RADAR . . .

for work boats, fishing craft and small vessels

mariners aboard small craft also njoy the advantages of radar. This low-cost Radiomarine Model 03 offers all the advantages of ern radar. Use it for pilotage . . . osition finding . . . as an anti- ion aid . . . for detecting storms.

spite its small size, it has a lowatt transmitter. Operating on ve length of 3.2-centimeters, it provides dependable and superior service.

Engineered and constructed to fit the small space limitations of tugs, harbor craft, trawlers, fishing craft, ferries and yachts, the CR-103 has these outstanding features:

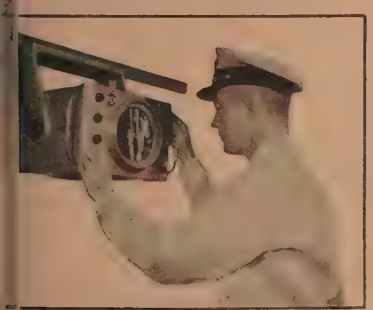
Clear images on a 7-inch scope. Operating ranges of 1, 3, 8 and 20 miles, with a close-in range of 75 yards from the antenna.

50-inch diameter low wind resistance antenna, weighs only 150 lbs.

Operates from 24, 32, 115, 230 volts D. C. or 115/230 volts, 60 cycles.

Backed by Radiomarine's world-wide Service.

Radiomarine CR-103 Radar will enable small vessels to operate on schedule, regardless of weather, in harbor, at sea or inland waters. Investigate its possibilities for safety and economy for your craft. Write for complete information.



Mounted from the overhead

Mounted on Transmitter/Receiver Cabinet

Mounted on a table or shelf

Radio Marine Corporation of America
1008 Western Avenue
Seattle 4, Wash.
Tel: Seneca 8178

Radiomarine Corporation of America
1075 Folsom St.
San Francisco 3, Calif.
Tel: MArket 1-1062

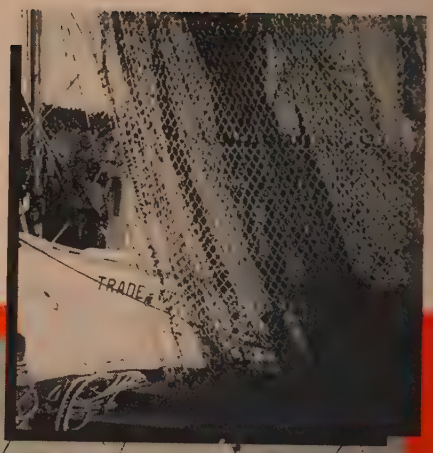
Radiomarine Corporation of America
437 North Avalon Blvd.
Wilmington, Calif.
Tel: Terminal 4-3469

RADIOMARINE CORPORATION of AMERICA

A SERVICE OF RADIO CORPORATION OF AMERICA

UNIFORMITY

Makes The Big Difference In SEINE TWINE



WOODBERRY SEINE TWINE

GIVES YOU GREATER UNIFORMITY

One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products. Here yarn number is being determined with Suter Scales.

Mt. Vernon-Woodberry Mills

Branch Offices: Chicago • Atlanta

TURNER HALSEY COMPANY
Selling Agents
40 WORTH ST. · NEW YORK

Baltimore • Boston • Los Angeles

PACIFIC FISHERMAN OCTOBER 1953

CONTRAST

N SALMON

ritish Columbia and Southeast Alaska

ARLY CLOSURE the last week in August ended the agony of the poorest salmon season that Southeast Alaska has ever known.

hile fall operations may add some Chums, the fact re- is that never before has the main season produced as as 845,000 cases.

was a discouraging and disheartening demonstration ecline and depletion—of failure in management of the urce. These demonstrations have been occurring an- ly, with a severity and regularity which cannot be red and cannot be denied.

specially damning is the contrast which exists be- en the situation in Southeast Alaska and that on the t of British Columbia.

onsider it this way:

hysically, Southeast Alaska and the coast of British umbia are closely similar. True, they are divided politi- y by an imaginary line which runs down Portland Ca- and out to sea through Dixon Entrance. This line es no trace in the water, and even the smartest salmon n't know it is there.

he steep, mountainous continental coast of Canada and heast Alaska is almost identical—the same deep fiords; same short streams, save for the Stikine and the ena; the same screening islands.

n this coast physical conditions are as alike as may be id on any 1,000 miles of the world's north-and-south tlines.

hese waters are inhabited by salmon of the same spe- , feeding on the same feed, running at the same time.

he fundamental difference in the fisheries of this con- ous and related coastline is that the fishery resources he American section is sick, while that of the Canadian ion is healthy and productive.

We can think of no simpler, plainer demonstration of the difference in the condition of the salmon fisheries of Southeast Alaska and those of British Columbia than this:

During the past 8 years—four Pink salmon cycles—the average pack in Southeast Alaska has been 63% of the 40-year average.

During these same 8 years, the average pack in British Columbia has been 101.2% of the 40-year average.

The salmon runs of Southeast Alaska go down and down; while those of the neighboring Canadian coast maintain a high, even rising, level.

What is the answer?

The Alaska purse seiner will be quick to blame the traps, to point to the fact that there are no traps in British Columbia.

That is true; but it is also true that traps are the only form of gear whose *number* the Fish and Wildlife Service can regulate. Trap fishing is the only fishing operation whose *intensity* can be controlled—*can be, and is.*

Traps are the only form of salmon fishing gear which cannot go up the creeks and fish above the deadlines.

The trap operator will say that illegal fishing by mobile gear is one of the principal destructive influences on the American side; and provides one of the sharp contrasts with the situation in Canada.

The basic problem of the Alaska salmon is broader than gear and more complex than enforcement.

Essentially it is one of administration—administrative efficiency and aministrative courage.

Douglas McKay, Secretary of the Interior, and John H. Farley, director of the Fish and Wildlife Service, have the

responsibility for a natural resource of the utmost value, which for years has been allowed to dwindle and decline.

Theirs is a difficult task; not only to correct the organizational mistakes and the administrative abuses, but to reverse the downward biological trend and rebuild a badly damaged resource of the American people—a resource which, properly cropped and properly managed, can duce food and jobs and wealth forever.

The organizational and administrative tangle can cleared with a firm, decisive order; but repair of the d age done to the resource will require years of resea unfaltering courage, and effective administration.

The need is plain, and the time is *now*.

B. C. 1953 Salmon Pack Exceeding 1952

British Columbia, bright spot in the Pacific coast's salmon industry, will probably wind up the 1953 season with a pack of 1,650,000 cases, about 300,000 cases more than in 1952, according to estimates of operators made early in September. The pack will include more than 500,000 cases of Sockeyes and 600,000 cases of Pinks.

If these estimates are borne out, the Sockeye pack will be about 50,000 cases more than in the previous season and the Pink pack, although possibly 25,000 cases less than in 1952, will be far in excess of what was expected earlier in the year on the basis of disappointing returns in the northern areas. Fishermen have made surprisingly good hauls in the south, offsetting losses in other waters.

During the last two weeks of August the catch of Pinks was one of the greatest in years, and canneries were taxed to accommodate the sudden congestion. Early in September the waters of the Straits of Juan de Fuca and Johnstone Straits still swarmed with Pinks, and at the approaches to the Fraser about 600 gillnetters were making daily catches of 120 Pinks.

The report of the International Pacific Salmon Fisheries Commission to the end of August showed a total Canadian catch of 1,932,494 Sockeyes in the waters under the commission's jurisdiction, comparing with 1,995,703 Sockeyes caught by American fishermen. These are substantially higher than the catch in recent years, and about double that of 1949, the previous cycle year.

One of the gratifying features of the Fraser Sockeye situation this season has been the come-back of the Quesnel - Horsefly run, discussed in some detail elsewhere in this issue.

The fisheries department issued an order effective with September 1 that export of Coho from Canada would be prohibited except in a canned, salted, smoked, cured or frozen condition.

S. E. Alaska Red Pack Due to Early Season

The sorry spectacle of the Southeast Alaska salmon season, with only 350,000 cases of Pinks, was a marked contrast with 1949, when that district packed 2,102,000 cases out of what was possibly the greatest run in history. In two cycles this enormous population has been allowed to dwindle to the smallest pack of this species ever produced in Southeast Alaska.

Other species were up to average for the summer period, and Reds were far above, thanks to the early season. The pack of 125,000 Reds in Southeast Alaska was the largest for this division since 1939.

South Peninsula Good

The Alaska season, dismal as it was on the whole, was not without a few bright spots. The South Peninsula pack was the best since 1943; and Chignik was the best since 1947.

Kodiak was good in some portions, notably in the southwestern sector; and of course it benefitted largely by fish carried from Cook Inlet.

The favorable fishery in these sections brought some season-end extensions which contributed to volume while permitting adequate escapement.

Cook Inlet showed some decline, but it was traceable largely to the scant production of Pinks. Moreover, there is at this writing no way of appraising the effect upon the Cook Inlet pack of the diversion of fish to other areas, in contrast with this movement in preceding years.

Cyclic Rhythm Broken

Central Alaska as a whole packed almost exactly half of the salmon canned to the end of the regular season—1,368,000 cases out of 2,740,000. Regardless of that fact, the Central area was 250,000 cases short of the decade average.

The story of Western Alaska has been told before—the poorest pack on record, save only for 1951 and 1935.

Particularly disturbing is the fact that the poor pack represents a breaking-down of the rhythmic cycle which has persisted on Bristol Bay for many years—and the Fisheries Research Institute has pointed out repeatedly that breaking-down of the cycle has been associated with depletion of serious character.

Puget Sound Fishermen Experience Good Season

Time ran-out on the deadline for this issue of *PF* before it was possible to get the full picture of the Pink salmon operations for the season on Puget Sound. Production as this is written continues favorable, but opinion was that the peak had been reached. How long the gradual tapering of the production extends will termine the pattern of the Pink p

Puget Sockeye production was *g* first-class, in fact. The pack will but a little short of 200,000 cases, than twice that of 1949, the cycle y The Sockeye Commission staff tr this to revival of the Early St run; an unexpected run of 5-year to the Chilko; a Quesnel run yiel 400,000 to 500,000 fish, at least times the catch from this run 1949; and a Late Stuart run which around 200,00 salmon on the spawn beds, according to the early estima

American gillnetters had an ex tionally fine year. This refers marily to the fleet as a whole, but also true of many individual bo There was a very substantial incre in the numbers of *gillnets* this y as well as in their *effectiveness*. ther, the seiners' strike until Jul made the gillnetters and refnette present of the entire run to that —and it was the best run ever e rienced so early in the season.

Never before, not even before Hell's Gate slide of 1913, had the E Stuart fish returned in such volum proof enough for the layman at l that Hell's Gate presented a pa barrier to these early-running even before the slide occurred ther

Columbia River Season Again Is Disappointing

It was not until the last three d of the summer season on the Col bia River that the usual "August r appeared in volume. Until those f days the situation was acute, and late as August 20 many gillnet were being "skunked."

The flurry, when it came, was c posed of fish of indifferent quality the usual drum-thumping for an tension of the season died almost fore it started when the pack showed complete lack of interest purchasing such fish at summer pri

Capt. Harry Crosby's Colorful Career Closes

Death came in August to C Harry W. Crosby, 75, a colorful m iner who engaged in salmon cann for many years. He died in Sea which had been his home port s 1888, and from where he sa throughout the world.

In later years he engaged in Alaska salmon industry at a num of points, finally retiring from it w he disposed of his interests at C nik.

una Seiners Strike it Rich on Banks lissed For Years in the Darkness

rse seiners fishing tuna found a 'hot spot" during recent months new bank known as "114" off a Maria, Baja California. In pre- years tuna purse seiners usual- ssed this area at night and there- overlooked what was apparently nsistently abundant tuna bank. productive during recent months 50," off the West Coast of Mexico. August, Los Angeles-Long Beach eries received 4,282 tons of Yel- n, 5,400 of Skipjack; 1,907, Blue- 6,175, Albacore; 25 tons of the desirable bonito and 105 tons of wtail, also on the least-preferred f cannery fish.

is tonnage (17,894) resulted in 03 cases.

San Diego, canners took only tons of Yellowfin; 3,876 tons of jack; 440 tons, Bluefin; 4,005, Al- re; no bonito and 11 tons of yel- ail. Total tonnage unloaded from clippers, etc. was 10,502. This ted in a pack of 502,508 cases.

orts Held High

nthly imports of tuna from Japan Peru continued heavy at Southern ornia ports. Japanese Albacore in ist came to 4,235 tons. Japan ed 173 tons of Yellowfin; Peru, tons; Skipjack, from Japan, 93 from Peru, 284 tons.

It is most apparent that canners are continuing to import larger amounts of tuna. Fish and Wildlife Service reports that 21,334 tons of frozen tuna have been imported from Japan, Peru, Ecuador, Canal Zone and Costa Rica during the first six months of 1953. For a corresponding period last year, only 13,751 tons had been imported.

San Pedro, in 1953, from Jan. 1 until Aug. 29 had received 87,046 of tuna and tunalike fish, as compared to 80,-514 tons in 1952 (this figure includes imported fish).

San Diego, during the same period, had received 38,778 as compared to 28,630 in 1952 (also including imported fish).

The total tonnage for both ports for the first 8 months of 1953 gave this year a lead over 1952.

And in Bluefin tonnage, too, 1953 has proved to be a far more successful year than 1952—3,269 as compared to 1,923. This is also true, as far as Albacore is concerned, for the first 8 months: 29,825 as compared to 22,015, and the amount of imported Albacore for 1953 is almost double that of 1952.

The *Pioneer* as, of September 1, had proved to be the top tuna purse seiner, six trips, a tonnage of around 800. The *Marauder* was second, 7 trips, about 700 tons; *Delores M* was third, 4 trips, approximately 600 tons. Other high-liners: *Sea Rose, Western Fisher, Ronnie M, City of San Pedro, Columbia, Western Monarch, City of Los Angeles, Vagabond, Western Explorer, Marsha Ann.* Absent from the 1953 list of high boats were the *Anthony M* and the *Arlene S,* big producers in previous years.

Albacore Fishing Light

As for Albacore at San Pedro, the *Leona B,* Dick Francis, was probably the top boat, with the *Dorothy R,* jigging, another lead vessel.

Yellowtail continued to be the unwanted fish—canners pack this as grated, and compared to 1952, the tonnage for 1953 was way-down: 542 stacked against 2,452 in 1952.

During the week of August 23-29, seven bait boats and 8 purse seiners delivered tuna to San Pedro; at San Diego the tonnage for the same period came from 7 clippers and two purse seiners.

As a footnote to tuna statistics for the first eight months of 1953, it can be recorded here that the amount of Yellowfin delivered from bait boats and seiners was less than the 1952 tonnage—54,971 tons compared with 65,045. However, 1953 Skipjack fishing was superior, in tonnage, to that of 1952: 38,896-21,129.

ıpanese Launch Shrimp 'enture in Costa Rica

rimp market in the United States feel the impact of Japanese-pro- i products this fall — and the ıp will come from American rs, through Costa Rica.

is is disclosed in special reports *Pacific Fisherman,* which say Taiyo Gyogyo Kaisan Kaisha, of the principal ocean fisheries ıtors of Japan, is dispatching two s producing vessels, the *Tokai t No. 13* and *No. 15,* 98 gross each, to Puentarenas, Costa where a two-year lease has been tiated for the freezing and cold ge plant of the Pacific Refrigera- Co.

e report says: "As this is the Japanese activity on Mid- and South American Pacific coast since the war, it is worthy of being noted with attention, as it might establish a foothold over there for future developments."

Our report says that the fishing vessels were expected to reach Costa Rica by the end of September, and to begin fishing immediately.

They have an annual catch "target" of 200 tons of frozen shrimp tails.

The production will be exported to the United States.

Arrangement with Pacific Refrigeration Company confers to Taiyo for a period of two years the Costa Rican fishing license held by the Pacific Company; and provides also for use of the storage plant.

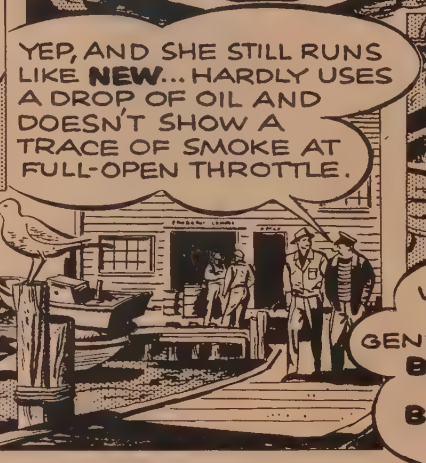
The Pacific Refrigeration Co. plant at Puentarenas was built to receive the catch of locally-operating tuna vessels working on a stay-below basis. The frozen tuna was then shipped to California periodically on intercoastal steamers. It is understood that the plant has not been actively employed in the tuna business for some time.

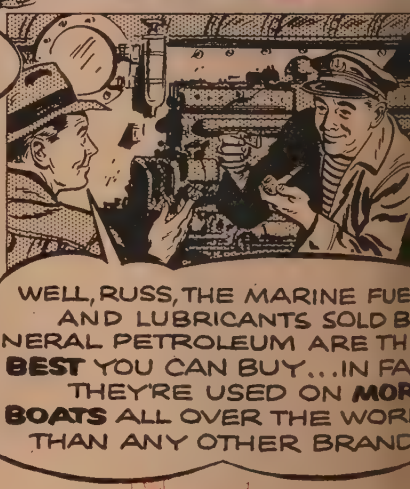
First Monterey Anchovies Bring Fishermen $45

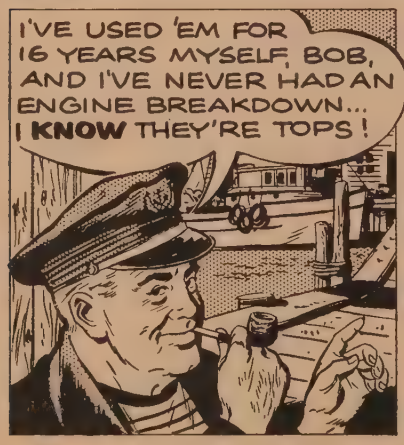
The first anchovies to be brought into Monterey for the current season were delivered last month by the Monterey purse seiners, *Frances Marie,* Carmello Billante; *Twin Brothers,* Joe DiMaggio; *New Marettimo,* Joe Spadaro; *Lucky Boy,* Erasimo Aiello; and *City of Monterey,* Horace Balbo.

Some 155 tons of anchovies were brought in. They were caught near Pedro Point, just south of San Francisco, and were being canned by Hovden Food Products Corp., and the California Packing Corporation. Price was $45 per ton to the fishermen.

DEPENDABLE PRODUCTS ARE A MUST FOR SMOOTH SAILING AT LOWEST COST




WELL, RUSS, THE MARINE FUE
AND LUBRICANTS SOLD B
GENERAL PETROLEUM ARE TH
BEST YOU CAN BUY... IN FA
THEY'RE USED ON MOR
BOATS ALL OVER THE WOR
THAN ANY OTHER BRAND



Fishing boat operators all over the West have found it pays to deal with the General Petroleum marine distributor in their home port. Whether large or small, they know their boat will always receive the same dependability of product and service when they buy at the familiar sign of the Flying Red Horse.

Prove it for yourself . . . visit the friendly, efficient General Petroleum marine distributor the next time you're in port.

SOCONY-VACUUM

GENERAL PETROLEUM CORPORATIO

converting nature's gift for better living

ARDINE OUTLOOK CLOUDY,

Vith No Silver Shining Through

ay is the outlook for the Southern ornia sardine season, which ed officially October 1, just plain al?

e answer can be found in the usions reached by those engaged ardine research, and others di- associated with the fishery.

e studies of the California Fish Game Department, cooperating the Marine Research Committee alifornia, point to this hard-to- biological fact:

ere has been no good spawning val of sardines since 1948.

e more abundant 1947 and 1948 es resulted in a partial recovery e fishery in 1949-1950 and 1950- but their numbers were not enough to maintain a good sea- production for the some 300 oats fishing sardines.

e pitifully small production of tons in 1952 came chiefly from 1947 and 1948 classes; and the es coming now for commercial g are nowhere nearly as abund- s these, with the 1949 class par- rly scarce. So, scientists agree, plain as the nose on your face fishermen and canners are fac- nother season of "no sardines."

e of the most triking features e biology of the sardine is the ed variation in survival of the g fish from each season's spawn- This in large measure accounts he failure of the fishery in re- years.

e sardine fishery is dependent ot more than three age groups y one time, and in the past three ns 70 to 80% of the catch has from only two groups, the 1947 1948 classes. With the concentra- of the entire fishing pressure on age groups, fish that are only and 3-years-old, no year class upport the fishery for many sea- unless its abundance is 'way e average.

e of Catch Control dicaps Rehabilitation

the history of the fishery there never been the scarcity of sar- that exists today. It is import- o remember, in this connection, *there has never been control the amount of fish taken in a* m — only the control of limiting ishing time, and the amount of fish which is permitted to be used for reduction purposes.

Those directly associated with the study of the sardine population urge that if Nature should produce a good survival from this year's spawning, and from years to come, some protection should be given to these classes, particularly until they have reached spawning maturity. If a strong fishery is again to become a reality, it is necessary to have more than one year's strong spawning survival. Today there is no backlog of older fish as there was in the past. In the past five seasons the two-year-olds have comprised 42% of the total catch.

Some of the biologists engaged in the extended sardine study which has been conducted over the past four years believe that the disappearance or scarcity of the sardine is due to natural causes. Others feel that man alone has depleted the resource. The staff of California Fish and Game Department lean toward the middle way, which counts *heavy fishing commercial, plus lack of spawning* survival, and the cause of disaster.

Cruises of the various vessels engaged in the cooperative program — *Yellowfin, Scofield, Horizon, Crest,* etc. — give no evidence that sardines could be found in commercial quantity, by extending trips farther offshore. It is a fact, of course, that the sardines do go farther offshore during the spawning season.

A scientist aboard the research vessel *Yellowfin* dissects sardines and displays a flying fish caught with them in a sampling net. He seeks to learn the age of the sardines composing the residual population. Note the small sizes of the fish in the sample. Few today are more than two years old.

Five-Phase Research Program Yields Results

The agencies cooperating in the study during the past four years include the Fish and Wildlife Service, Scripps Institution of Oceanography, California Academy of Sciences, California Department of Fish and Game, Hopkins Marine Station of Stanford University.

The study has fallen into five phases: research on the environment of the sardine — oceanography and distribution of food; the life history of the sardine, spawning grounds, eggs, larvae; distribution of young fish and abundance from each year's spawning; age and distribution of adults; and, finally, man's effect on the fishery.

As the research and its ultimate practical application are directly associated with the fishery as a liveli-

The scarcity of sardines brought technological progress in an effort to offset scarcity by savings. Canneries installed fish unloading pumps, which cut the cost of taking sardines from boat to cannery and also conserve the fish by preventing damage in brailing. Pictured here is such an installation at Lido Fisheries. Such a pump, manufactured by the Meletron Corporation of Los Angeles, is now working at California Marine Curing and Packing Co., Star-Kist Foods, Inc. (four pumps); South Coast Fisheries; Van Camp Sea Food Co. (two pumps); Pan Pacific Fisheries; Lido Fisheries; South Pacific Canning Co.; at Santa Barbara, George V. Castagnola; Santa Monica, the Santa Monica Sea Food Co.; Port Hueneme, Malibu Canning Co.

hood for fishermen and canners, the program has gained much information from interviews with crews of boats fishing sardines. Such records, kept in strict confidence, indicate where the fish are found, in what water temperatures, where sets were made successfully, etc. Until last season the average monthly catch was calculated. Last year was too poor to justify such statistics.

Protection of Older Fish Essential to Recovery

Results of the research point to the fact that *the burden of the sardine fishery should rest on fish four years and older.*

To bring about the desired increase in the numbers of older and larger sardines in the population "will require a sacrifice on the part of the sardine industry," states Dr. Frances N. Clark of the Bureau of Marine Fisheries. "Some means will have to be devised to hold the catch at a level low enough to permit a longer life expectancy for each year class." To devise such a method is not simple, however. Closed areas offer no solution. Size limits have been tried and have not proved practicable. A fixed tonnage would hold the catch to the desired level, but methods of allotment are complex, although necessary.

Research of the California Cooperative Sardine Research Program has not resulted in any remedial or constructive legislation or other state action to rehabilitate the fishery. Nothing was accomplished in this respect in the 1953 California legislature, despite the fact that the research has shown that the number of adult fish have been declining over the four-year study period.

All Canneries Ready For Sardine Packing

All the major canneries in Southern California are preparing to pack this season, if the sardines are to be had. West Coast Packing Corporation, of course, has closed its Long Beach plant because of subsidence on the waterfront area on which the plant was located. It is prepared to work its Newport Beach plant, however.

The old Cal-Cap Fisheries at Wilmington is reported to be prepared to can under the management of Bob Gruwell, who also operates the Golden State Packing Corporation at Grover City. Two canneries in the Oxnard-Hueneme area will work sardines: Malibu Canning Co. and the California Packing Corporation at Oxnard. There are also facilities for canning at Avila, north of Santa Barbara.

Pumps Speed Unloading

Santa Barbara's Stearns Wharf is equipped with a vacuum fish unloading pump, manufactured by the Meletron Corporation, and operated by George V. Castagnola. So, also is the Santa Monica pier, with the same pump in operation by the Santa Monica Seafoods Co.

The effort of canneries to secure an adequate supply of sardines has resulted in the use of planes for s ting schools. This has proved succ ful in the past several years only Port Hueneme. As this issue of goes to press, there has been no port from Hueneme that any sch have been spotted, nor have t been any sardines taken in any preciable quantity for bait.

Dark-of-the-moon is still the productive time of netting sardi In the past few years depth recor have proven highly successful in cating schools.

Already 95% of the Monterey p seine fleet is in San Pedro, brin the total potential sardine flee around 300. Some of these boats fishing mackerel, and others ta Bluefin tuna with mackerel nets there are no sardines, then the en Northern and Southern Califo sardine fleet will turn to mackere fishery on which at the present t there is no restriction, protectio control.

Due to the absence of sardine the past few years, the mackerel ery — largely for the jack variet has been worked extensively in So ern California. Monterey canners relied largely on anchovies.

In Southern California lam nets are being used for ancho After Sept. 10 the fish could no taken legally within three mile shore south of Point Mugu. The p to the fishermen ranged from $3 $45 per ton, with five canneries p ing anchovies in 8-ounce oblong or in 5-ounce "tinapa" style, with tomato sauce. The new anch

The observation window in Meletron fish pump shows sardines carried unharmed i flood of water. This speciali form of pump not only unlo the boats quickly and chea but greatly reduces labor for crew and loss of fish due to d age in handling.

ulations require that a boat dis- its Fish and Game number on h side and on top of the house.

ike Threat Removed

he threat of a tieup of canneries a strike of cannery workers was oved early in September when a ent hourly pay increase was made he AFL Cannery Workers Union, minal Island, affecting approxi- ely 5500 employees. Health and fare clauses of the old contract e also revised.

he California Fish and Game Com- sion at its August 28 meeting in Francisco did not grant a single action permit on sardines. How- , if the sardine season of 1953- should prove better than expect- reductionists may have the oppor- ty of asking for another meeting. here have been no negotiations on price of sardines as this issue of goes to press. At Monterey, re there had been no sardines de- red, it was understood that a price 75 per ton might prevail, if fish eared. Last year a price of $70 ton was agreed-upon August 18 applied to Sotuhern as well as thern California.

elebration of San Pedro as the ld's largest fishing port in ton- e proceeded without interference n lack of the sardines which gave port its tonnage reputation. The ermen's Fiesta was held Sept. 19 20, regardless, climaxed by the ual boat parade in which the San ro purse seiners take part.

ke and Pollock Are eared for Reduction

ay for the reduction of hake and ock, often taken in large quan- s in connection with Puget Sound ling, is cleared by a recent order obert J. Schoettler, Washington tor of fisheries.

opulations of these fish, for which e is no material market as food s are believed to afford serious petition for salmon and saltwater t steaks, if they are not actually latory on the smaller fish of these ies.

nadian Packer Takes ookum Tyee

R. MacMillan, chairman of the d, British Columbia Packers, Ltd., couver, B. C., demonstrated that s something of a fisherman in his right recently when he landed record Tyee salmon of the season Rivers Inlet—a 69-pounder.

r the information of anglers, Mr. Millan used a Sea King plug and gear.

r. MacMillan's catch was the big- on record for Rivers Inlet with exception—an 82 pounder caught years ago by Vancouver fish hant Frank Piscatelli.

Vagaries of Albacore Stir Demand for Study

Vagaries of the North Pacific Albacore, emphasized anew by the utter disappearance of the fish from Pacific Northwest waters and the poor season on the high seas off Mexico and Southern California, may be expected to bring about intensification of the correlated biological research directed at this tuna.

The subject was a live one on the Pacific Coast in September, and it is to be expected that the next meeting of the Pacific Marine Fisheries Commission will make Albacore the first order of this Tri-State enterprise, succeeding the troll salmon studies which are entering their concluding phases.

The Tri-State meeting is being planned for the week of Dec. 14-19 in San Francisco. A longer period than usual is expected to be assigned to the meeting in response to urging for sufficient time in which to cover the ground more fully than has been possible in the past.

Gordon Sloan, Astoria, member of the Inter-American Tropical Tuna Commission, returned from the annual meeting of that body with the firm conviction that the present is a strategic time in which to intensify and concentrate the research of the various Pacific agencies on the Albacore problem.

Research of the three Pacific states of course is coordinated in the Tri-State Commission, and there is reason to expect that Albacore may be given No. 1 billing on its program in the future.

The Federal fisheries service, through its Pacific Oceanic Fishery Investigations based on Hawaii, this season is taking preliminary steps to expand its work with Albacore. POFI already touches Albacore in its equatorial investigations, where this fish has surprised the scientists by appearing in substantial numbers; and it plans also to extend its studies northwesterly from Hawaii into an area of circling currents and upwelling where it is believed the Albacore may congregate—quite possibly well below the surface, where they would escape notice by casually passing craft.

The Inter-American Tropical Tuna Commission is limited by the treaty which created it to research on the Yellowfin and Skipjack tuna, plus the bait fishes used in taking them; but the tuna research treaty with Mexico specifically includes Albacore research within the authorized field of that commission. In any case, there can be no doubt that much of the biological and oceanographic data collected by the Inter-American commission can be of use in Albacore studies, particularly if they are correlated.

Moderate Mackerel Pack Almost Wholly Jack Type

The San Pedro purse seine fleet continued to find fishing for jack mackerel somewhat profitable as September began. However, from the August dark only 543 tons were delivered, resulting in 10,563 cases. Last year, jack mackerel to the end of August saw a tonnage of 22,697.

Los Angeles-Long Beach canneries packed more anchovies than mackerel in August: 1,363 tons, resulting in 48,355 cases.

Fifty-five tons of clams (Pismo) were processed to result in 5,793 cases.

As August ended the California Fish and Game Commission at Sacramento held little hope for the future of Pacific mackerel as a commercial resource. There is no indication that the 1952 Pacific class approaches the 1947 and 1948 classes in abundance. Since January 1, the Commission stated, only 40 tons of Pacific mackerel have been netted. In 1952, as of August 23, about 5,000 tons had been produced.

Industry Contends Strongly For Tokyo Attache

From widely separated centers and points of view, leaders in the United States fishing industry are contending vigorously against the Department of State decision, as an economy measure, to dispense with the position of Fisheries Attache in the embassy at Tokyo.

William C. Neville, who has been fisheries attache for some time, has performed a very valuable service, according to the many voices raised in support of continuation of this work.

Such representation of the fisheries in Tokyo is considered particularly important just as the United States, Canada and Japan are entering into the North Pacific International Fisheries Convention; and at a time when fishing activities of the Japanese off the coast of Alaska are matters of growing concern to the American industry. Moreover, the matter of Japanese shipments of tuna, and lately sardines, to this country has become highly important and of vigorous impact upon the economy of the American fishing industry.

The lower Horsefly is a wilderness stream, where the rubber boat is essential to studies of escapement. Here Charles L. Shaw, Canadian editor of *Pacific Fisherman*, left, and E. L. Whitesell, senior biologist of the Sockeye Commission staff, line their raft down a shallow bit of swift water in the course of a survey of 1953 spawners in the Lower Horsefly.

SUCCESS WITH SALMON

SOCKEYE SALMON, spawning in the Quesnel area of British Columbia as they have not spawned there in 40 years, this fall gave plain evidence of astonishing progress made in the rehabilitation of the salmon resources of the Fraser River.

The Quesnel area is one—and only one—of the number of sources of the Sockeye run. Originally, it was the most productive of all. Then an ill-advised mining dam largely ruined the run—and its promoters also. The resilient race of salmon running into the Quesnel country had recovered in part from the blow dealt by the dam when the slide fell at Hell's Gate in 1913. That disaster hurt the Quesnel Sockeyes worst of all, and the race was virtually wiped out. In three years out of each cycle the spawners reaching the Quesnel grounds were negligible in number; in the fourth year, a few hundred.

The Record of Recovery

In 1941, the last year of the cycle before the Hell's Gate fishways were installed, the spawners numbered 1,000. If the fishery took 4 fish to 1 which escaped—a standard proportion on the Fraser—the "run" (catch, plus escapement) *may* have been 5,000.

In 1945, when the Hell's Gate fishways were *partially* operative, the escapement was counted on the Quesnel grounds as 3,000 fish. Add the same 4 for 1 and you get a *possible* run of 15,000 fish.

In 1949 the rebuilding of the Quesnel run was one of the biologists' prime objectives; and they had arrived at a very good idea of when the run passed through the fishery. This knowledge enabled them to afford it some measure of protection in order to assure an increased escapement. As a result, the catch *probably* was not more than twice the escapement, which is figured at 20,000. Thus, the total run was in the neighborhood of 60,000 fish.

Biologists had high hopes that the 20,000-fish escapement of 1949 would provide a really substantial run in 1953. A hint that they were right came in 1952, when 6,829 three-year-old "jacks" were counted on the ground. They gave promise that far greater numbers of normal 4-year fish could be expected this year—and the promise was made good.

What, then, of 1953?

Before we answer the question, there should be full understanding that the figures to be given are entirely preliminary. It will be a couple of months before data for the catch and escapement can be fully analyzed, and not until then will official numbers be available.

In 1953 the preliminary calculation of spawners produces an estimate 100,000 fish on the beds; while t catch *from the Quesnel run* is calc lated at from 400,000 to 500,000 fis *The run, then, aggregated somewhe* from 500,000 *to* 600,000 *fish—a ni increase from* 60,000 *in* 1949.

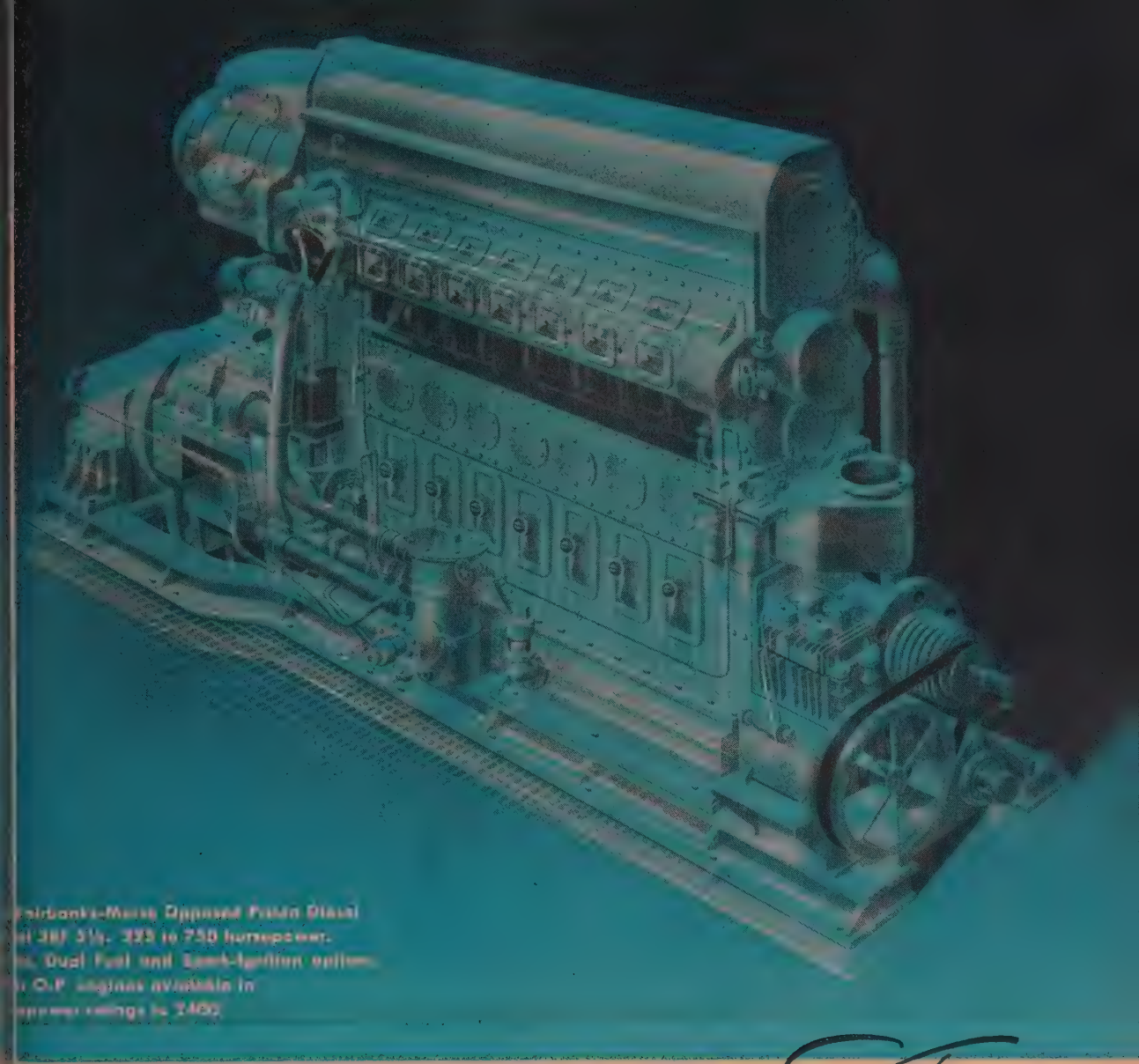
1953 Fishery Efficient

Efficiency of the 1953 fishery w extraordinarily high. The Socke Commission's management exper were astonished by the effectivene of the fishermen this year. Durin open periods, they caught practical the entire run. Satisfactory escap ment was secured only by the extr long weekly closures of fishing durin the peaks of the run.

Why was the fishery so effective 1953?

The management people ascribe th in part to the fact that this year f the first time close to 100% of t Puget Sound and Fraser River gi nets were of nylon. Increased ef ciency in the Canadian seines appa ently contributed to the trend, as the took 30% of the Canadian catch. Th price was good, the weather was fa vorable, the fish were reasonabl plentiful, and the fishermen worke hard.

Value of the 1953 Quesnel run t the fishermen was on the order \$600,000—but the experience of th



...always a need for something *Finer*

was designed and built without thought of price . . . ilt only to give the maximum of heavy-duty horse-wer in a minimum of space . . . plus an unvarying iability upon which you could stake a balance sheet operating costs and profits.

e price?

t quite as low as conventionally designed and con-tionally manufactured engines, but low enough to insure that no one who wants and needs an engine which gives more, need forego its ownership. For the more difficult tasks of producing power, this engine is a fulfilling answer.

Fairbanks, Morse & Co., Chicago 5, Illinois.

FAIRBANKS-MORSE

a name worth remembering when you want the best

EL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • FARM MACHINERY • MAGNETOS

year has another value which cannot be counted in dollars.

This year's Quesnel experience proved that, given the facts and the courage, intelligence and authority with which to apply them, men can save their salmon resources, increase and perpetuate them.

Moderate, But Productive, Escapement Is Objective

With Hell's Gate opened to the unimpeded passage of the Sockeye at any stage of water, and other partial barriers eliminated by construction of the Bridge River and Farwell Canyon fishways, the biological objective currently sought is a comparatively simple one:

The industry is interested in the remarkable manifestation of recovery on the Quesnel. Here, on the Williams Lake Airfield, from the left, are: Richie Nelson, president, Nelson Bros. Fisheries; R. E. Walker, vice president, British Columbia Packers, Ltd.; T. F. Sandoz, president, Columbia River Packers Association, Inc.; Loyd A. Royal, director, International Pacific Salmon Fisheries Commission. They were on their way in. The smiles were even broader upon their return from the Quesnel Country.

To provide a moderate escapement of productive spawners from each race of Sockeye bound to each source area of the Fraser system.

To secure an escapement of *productive* spawners, the commission believes it is essential to secure escapement *during the peak* of migration. Where the salmon must pass through a fishery as intense as that on the Fraser, such a selected escapement can be secured only by periodic closures of sufficient length to permit the salmon to swim unfished through the entire length of the intense fishery.

Racial Identification Important

In applying the above biological principle, the primary problem of today is determination of the time when each race enters the fishery.

With some races this is comparatively simple. They reach the fishery alone, and at specific times, so they can be identified without question.

There are two methods which can be used to distinguish races mixed in the run.

1. Some races have been found to have distinctive scale structure, which can be identified from samples taken from fish in the catch. Great progress has been made by research on this important finding, but unfortunately it is not yet possible to identify all races by this means.

2. Time of races' appearance in the fishery can be approximated by noting their time of arrival in the spawning areas. Average rate of travel is known, and this makes it possible to compute the time when the salmon entered the fishery. This can be checked also by pulsations in the rate of arrival at the spawning area, which coincide with the previous weekly closed periods in the fishery.

Quesnel Potential Greatest In the Fraser System

The Quesnel area is rated by Sockeye Commission scientists as having the greatest spawning potential of any in the Fraser system.

Before proceeding further with discussion of this potential, it should be explained that the actual *spawning* ground of the Quesnel Sockeyes is the Horsefly River, principal tributary of Quesnel Lake. The Sockeyes spawned and hatched in the Horsefly River gravels drop down that stream upon emergence and are reared in Quesnel Lake.

The Horsefly River is accessible to Sockeye for some 30 miles above the point where it pours into Quesnel Lake, but only the upper 3 miles of these 30 are being used by the 100,000 spawners of the 1953 escapement. They seed these three miles of gravel *adequately* and without crowding. The stretch would take more fish, but perhaps only with a resultant decline in productivity.

Immediately downstream from the presently-occupied spawning sect are several miles of unsuitable riv part of it slow and meandering; pa swift and turbulent as the river ru through a canyon.

The lower 12 to 14 miles of t Horsefly have admirable character tics for spawning—good gravel, acti but moderate current, frequent ea riffles.

The potential of these miles is enc mous—*if they can be seeded.*

Miles of Good Gravels Still Barren of Spawners

It is probable that there are thr distinct sub-races of Sockeyes spaw ing on the Horsefly, races running different sections of the river, ea with distinct timing of the water te perature.

The upper three miles of the riv constitute one section, spawned by t early run.

From the canyon to the confluen of the Little Horsefly with the ma stream is a second section, current inhabited by only a few hundr spawners. Water temperature in th section does not drop from summ levels to the spawning optimum (t lower 50s) until somewhat later tha section 1.

Below the confluence of the Litt Horsefly, which tends to have a warm ing effect on the main stream, is t third section—at present wholly u spawned.

The vast potentialities of thes Horsefly spawning beds may one da be realized, perhaps by gradual u building of an almost-destroyed po ulation; perhaps by recruitment fro above as spawning pressure in the to section forces the late-coming Soc eyes to seek lower reaches of t stream for their mating.

The Quesnel potential possesses gli tering possibilities, and the Quesn run is coming back fast.

Japanese Ocean Salmon Catch 7,450,000 Fish

The three-company Japanese Nort Pacific salmon fishery of 1953 toc approximately 7,450,000 salmon, abo 35% above the "target" set in a vance of the season.

Of the total, Nichiro got 2,690,0 fish; Taiyo caught 2,680,000; ar Nippon Suisan 2,080,000.

No data was available at pres time indicating the division of t catches between species.

Experimental fishing in North A lantic waters by the U. S. explorato vessel *John N. Cobb* produced 2 Red salmon, 731 Chums, 197 Pink and 29 Silvers. Most of the catch w frozen and returned to the Unit States for detailed study.

Biologists accompanying the Ame ican vessel were F. M. Fukuhara, w was an observer with the Japane in 1952; and Julius Rockwell of t staff of the Fisheries Research Ins tute.

rmal shot of Inter-American Tropical Tuna Commission members, chatting with Col. John L. Farley, ctor, U. S. Fish and Wildlife Service, left, at the annual meeting of the commission at San Diego. Com- sioners, left to right: Virgilio Arguiluz and Jose L. Cardona-Cooper, chairman, Costa Rica; Lee F. Payne, Angeles, newly-elected chairman; Gordon Sloan, Astoria; and Eugene D. Bennett, San Francisco.

Can Inter-American Tuna Fishery Maintain The Pace?

n the Eastern Pacific tuna fishery continue the expansion necessary to supply ever-increasing demand for the canned product in the United States mar- e ? Last month, at the annual meeting of the Inter-American Tropical Tuna mission, its scientists ventured some cautious statements about the Yellow- n Big-Eye and Skipjack resource, and the essential supporting fish, live bait:

Tunas of the Eastern Pacific—Southern California to South America—differ dy form and other characteristics from tunas caught elsewhere in the Pacific, ating the probability that these are separate stocks.

Surface fishing with live bait for Yellowfin may not be materially increased the present catch, but there is some evidence to support a considerable in- se in Skipjack fishing. There are no signs of over-fishing.

Long-lining experiments have disclosed sub-surface stocks of tuna, older larger "seed" fish, as a replenishing source for surface tunas.

Surface tunas are young, from one to four years old, beginning to spawn at years. At around four years they migrate vertically, and are lost to surface ations.

Live bait stocks appear capable of supporting a larger tonnage yield of ., although research has only just begun on bait fish. In 1952 the California , clippers required 43,000,000 lbs. of live bait to catch approximately 150,000 of Yellowfin, Big-Eye and Skipjack.

The year 1953 was an "El Nino" year—year of disturbance—of catastrophic ortions, when abnormally warm currents upset natural balances and ac- ted for poor catches from Panama to Ecuador. Later, conditions returned to nal and fishing improved.

e annual meeting of the Inter- rican Tropical Tuna Commission held at San Diego. Representing a Rica was the commission's man, Jose Luis Cardona-Cooper, and Virgilio Aguiluz, from San Jose. The other Costa Rican commissioner, Victor Nigro, San Diego, was absent in Mexico.

The United States section was represented by Lee F. Payne, Los Angeles; Eugene D. Bennett, San Francisco; Gordon W. Sloan, Astoria. Also in attendance were Col. John L. Farley, Washington, D. C. director, U. S. Fish & Wildlife Service; scientists from various research organizations, and members of the Southern California tuna industry, both packers and vessel owners. Montgomery Phister was present as advisor to the commission.

Colonel Farley attended as a non-member observer. Following the resignation of Dr. John L. Kask, the Federal fisheries service has no member on the tuna commission. Apparently it has not been decided where Colonel Farley, Dr. Kask's successor, or some other Fish and Wildlife Service officer, will be appointed.

Indicating its interest in possibly joining the I.T.T.C. the Panama government designated its consul-general at Los Angeles, Domingo A. Diaz, to be present as observer and report fully to his government.

Presentation of the research program for the fiscal year was made by Dr. M. B. Schaefer, director of investigations, and members of his staff, Bell M. Shimada (long-lining) and G. V. Howard (live bait studies).

Hampered by lack of funds since the convention between Costa Rica

Jose L. Cardona-Cooper, left, talks with Domingo A. Diaz, Consul General of Panama, Los Angeles, who was assigned by his government to attend the meeting and report proceedings. Then Montgomery Phister, commission advisor, and Edward P. Silva, American Tunaboat Association.

and the U. S. was signed, May 31, 1949, the commission has shown definite and encouraging progress along the long and costly road of determining the basic biology of the Eastern Pacific tunas and the adjunct, live bait, Dr. Schaefer reported.

$396,000 Budget Proposed

Emphasizing that only a start has been made, the director was able to report to the commission members some progress. Some opportunity to proceed a little farther with the overall program is given by the appropriation by Congress of $107,000 for work during the fiscal year, beginning July 1, 1953.

For 1954-5 Dr. Schaefer submitted to the commission a proposed budget totalling $396,966 for extended work on tuna catch statistics, biology, tuna tagging, bait studies and oceanographic research. Such a program was committed when the treaty was signed.

In this regard, Mr. Bennett sounded a note of caution, calling attention to the tremendous financial burdens currently placed on Congress for world-wide activities. While he agreed the terms of the convention placed the responsibility on the U. S. for financing most of the cost of unraveling the mysteries of Eastern Pacific tuna, thus stabilizing this expanding industry, the commission should be cautious in the matter of asking for funds.

He asked Dr. Schaefer for a compromise budget, provided Congress was not disposed to grant his full budget for the fiscal year beginning July 1, 1954.

The director then advanced a plan, calling for $225,000, this full amount contingent upon Panama becoming a signatory to the treaty, when $47,000 would be allocated to research on tuna and bait in Panamanian territorial waters. Balance of the funds would be divided between catch studies, live bait research, etc.

It was brought out though, emphasized by Dr. W. M. Chapman, as a commission advisor, that I.T.T.C. was not abandoning any of its projects in event of curtailed appropriations from the proposed $396,966.

Reliance was being placed on research work being done by Scripps Institution of Oceanography, by the California Fish & Game Commission, other organizations, and even the U. S. Navy (whose early-year "Shellback" operation studying ocean currents over a vast area of the eastern Pacific was a valuable contribution to overall fishery knowledge).

Panama May Affiliate With Tuna Enterprise

Regarding Panama's interest in becoming a member of the commission, both the Costa Rican and U. S. sections joined in issuing a hearty welcome to that government to join in the program, which would be of benefit to all countries of the Eastern Pacific Ocean.

The long-lining experiments were carried out in three "legs" using the California Fish & Game research vessel *N. B. Scofield,* from January to March, this year. First leg was from Southwest of Acapulco, Mex., to 'way offshore from the Galapagos Islands, Ecuador; the other two from the equator to Ecuador.

Only real productive leg was the first; the other two either produced little or none. Within the immediate vicinity of the "Area of Vigilance" around the Galapagos Archipeligo few if any tuna were snared by the long lines.

No definite conclusions were possible because of abnormal conditions caused by "El Nino." Incidently climatic and other disturbances caused by warm currents from the equator to South America during the first part of 1953, were only matched by the severity of such abnormal conditions in 1899, 1925-26, 1941.

Gear used in long-lining was the standard Japanese long line, with 4 baskets, each having 217 hooks. Depth worked was from 100′ to 150 depending on conditions. The average catch was four fish to each 100 hooks comparing favorably with Japanese operations.

Tunas caught were large: Big-eye up to 350 lbs.; Yellowfin to 250 lbs. Practically all females were found in advanced breeding stages. Preliminary conclusions are that the subsurface tunas constitute the seed fish producing surface stocks, replenishing them and assuring the fishery against extermination. The long-lined fish were the same species as the surface fish.

Bait Fish Studies

The report on bait studies brought out the fact that 80% of tunas caught in the 150,000,000 square miles, comprising the I.T.T.C.'s research area of the Eastern Pacific Ocean, are taken with live bait. Of the latter around 60% are anchovetas.

Although subject to considerable fluctuation, studies made in 195[illegible] showed that 63% of bait used was anchoveta; 6.7% herring; 5.7% anchovy; 3.3% salima (Galapagos Islands); California sardines, 15%. This ratio changes each year.

Studies largely concentrated on the anchoveta, to determine whether it is the same species wherever caught. Preliminary investigations appear to

iow it is, but that there are various ocks.

In 1951 the clipper fleet required ,000,000 lbs. of bait for its opera- ons; in 1952, 43,000,000 lbs. In '51 required approximately 1 lb. of live ait for each 10 lbs. of tuna caught; '52, 1 lb. of lures for each 7 lbs. ught.

Efforts will be made—on a volun- ry basis by the tuna clippers—to -populate the Gulf of Nicoya, Costa ica, once one of the best of the fleet's ait corrals."

In 1948, a "red tide" of poisonous arine organisms invaded the Gulf, lling off the bait schools, which to ite have never recovered. Even until st recently, tunamen have been re- ctant to take any bait in their tanks to Pumtareanas, for fear of losing

It is hoped that a number of tuna ipper owners will volunteer this year dump some loads of live bait into e Gulf waters in the hope of bring- g back this former abundant bait hery.

Before the commission adjourned s open meeting, Lee F. Payne was ected chairman; Jose L. Cardona- ooper, secretary. The next meeting ill be held in San Jose, Costa Rica.

In attendance other than those entioned were: Edward X. Madru- i, president, and Edward P. Silva, J. Heliger, Frank Gonsalves, tuna ipper owners; Fernando Flores B., publisher; Dr. M. Stokes Rice, Amer- can Tunaboat Association; Joseph L. Reid, Jr., Scripps Institution of Oceanography; R. S. Croker, Dr. Frances N. Clark, Leo Pinkas and W. C. Ripley, California Department of Fish and Game; F. G. Alverson and Rolf Juhl, I.T.T.C. staff.

Scientific staff of the Inter-American Tropical Tuna Commission, recently taken by *Pacific Fisherman:* Left to right: Dr. M. B. Schaefer, director of investigations; Scientists Rolf Juhl, Bell M. Shimada and Gerald V. Howard. If funds are available this year the Tuna Commission will initiate a program to re-seed with anchovettas the Gulf of Nicoya, Costa Rica, which was a major tuna clipper "bait corral" until all anchovettas disappeared several years ago subsequent to a "red tide."

SAN JUAN BRAND

TRADE SAN JUAN COPYRIGHTED MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. **SEATTLE 4, U. S. A.**

For Extra Protection

Wherever You Sail...It's

TYDOL HD

Dependable engine performance and fishing profits go hand in hand. That's why it pays to choose the oil that gives you *extra* protection against maintenance headaches—Tydol HD Motor Oil.

Even in severest service, Tydol HD *gets rid* of sludge. Prevents oil ducts and screens from clogging. Valves from sticking. Oil control rings from fouling. Yes, Tydol HD keeps engines *clean!* And it neutralizes combustion acids; safeguards rings and bearings from corrosion and excess wear.

Try Tydol HD and see! See what you gain in sailing time, with the oil that *cleans* as it *protects* as it *lubricates.* At principal ports, border to border.

3 Great Oils for Heavy Marine Duty

100% paraffin base high V. I. motor oils, scientifically compounded with selected additives for heavy duty.

TYDOL HD—**High Detergency**...for any marine engine in normal heavy duty.

TYDOL HD S-1—**Higher Detergency**...for hard, heavy marine diesel service; for any engine subjected to continued overloading.

TYDOL HD S-2—**Highest Detergency**...for the most extreme marine operating conditions; for high performance super-charged diesel engines, as specified by maker.

Ask your nearby Associated Representative which Tydol HD meets your needs.

TYDOL HD
MOTOR OIL

TIDE WATER ASSOCIATED OIL COMPANY (Western Division)

PACIFIC FISHERMAN'S NEWS

OCTOBER 1953

LBACORE RUN LOOMS OFF ARALLONE IS.

lbacore fishing really *bloomed* off Farallones just at the end of ust.

oats got as many as 700 fish a and there wasn't a boat in the dreds which suddenly were based Moss Landing that wasn't getting hes which they acknowledged e good.

oats came from far to the South, re fishing had been poor; and from to the North, where it had been

alph Marsh of Mason Case & Co., acore and salmon buyers, called exceptionally good fishing" in a munication to *PFN*.

ne price was $350 in the Monterey-s Landing area, with $400 per ton vered at the San Diego or Termi-Island canneries.

uick, like a fish, the canners start-Peninsula Packing Co. went to k on Albacore at Monterey. Ox-l Canners, Inc., were reported fol-ng suit.

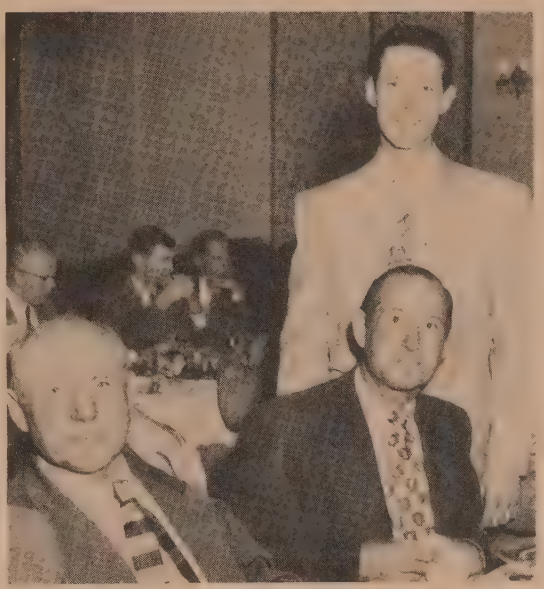
t San Francisco, Bell Smoked Fish Washington Fish & Oyster Co., F. E. Booth Co. started packing l Albacore.

eside the Moss Landing and Mon-y buyers, Consolidated, Paladini, dard, Romeo, Meredith and Ma-Packers were buying on The . So was the Lazio Sea Food Co., h was shipping its purchases to Columbia River Packers Associa-at Astoria.

he largest single trip reported to stime was 16 tons, delivered by halibut schooner *Arrow* of Seattle, manded by Lars Ness. This trip 16 tons, sold to Lazio.

CLIPPER SKIPPERS

vo of the largest tuna clippers he fleet have new skippers: Frank ina has succeeded Ralph McCabe he *Western Ace* which has left fishing trip to South America. Peterson has relieved Harold gan Jr. on the *Scarlet Queen* h is expected to return to port ime for the Christmas holidays.



A group of the "fishing Felandos" of San Pedro: left to right, August "Augie" Felando, owner of the purse seiner *Western Sky*, tuna and sardine boat; Nick Felando, who skippers the *Treasure Island*, and, standing, Nick's son Jerry. George Felando, not shown here, captains the *Oakland*.

SEINERS' CONVICTIONS ARE UPHELD BY S.F. COURT

The Ninth District circuit court of appeals took a dim view of the appealed cases of six Alaska native seiners of Angoon from their conviction of illegal fishing during the fall season of 1952. Their convictions were upheld.

The bunch of seiners who demanded a jury trial at Sitka in September of this year did better. The jury said: "Not guilty."

"SUN DIAL" 161-DAY TRIP SETS RECORD

The tuna clipper *Sun Dial* is believed to have concluded the longest voyage ever made by a San Diego boat, in more than 20 years — 161 days fishing off the South American coast. The 118′ clipper, captained by Larry Young, delivered 250 tons to the Van Camp Sea Food Cannery at San Diego.

GILLNETTER DIES IN BOAT

Robert Butler, 41, a Columbia River gillnetter whose home was in Astoria, was found dead in his anchored boat off Chinook, Wash., during the late salmon season. He had died of natural causes, closing the career of a man known as one of the most productive gillnetters of the Columbia.

ALASKA FISHING PORT PROJECTS ARE APPROVED

The Army Corps of Engineers reports approval of four Alaska improvement projects of vital interest to fishermen. They are:

Petersburg—Dredge the outer one-third of the small boat basin to a depth of 15′; cost, $40,000.

Pelican — Construct a small boat basin, dredged to 12′, with a 900′ breakwater; cost, $270,000.

Ketchikan — Small boat basin at Bar Point, Ketchikan, dredged, with two breakwaters 700′ and 1,550′ long; cost, $2,947,000.

Rocky Pass—Channel improvement by removal of rocks at 17 locations; cost, $214,000.

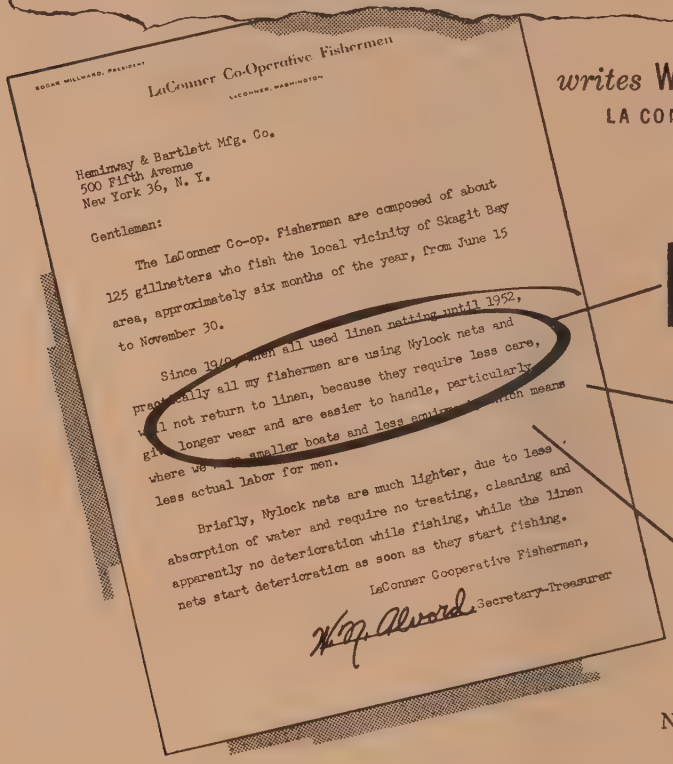
BIG BLUEFIN FARE

The *Myrtle L* is reported to have brought to the port of San Diego one of the largest bluefin catches of the season, 21 tons.

"DICKIE RAY" IS LOST

Vern Martell's 34′ Seattle troller *Dickie Ray* went on the rocks of Cape Flattery while he was seeking to bring her into Neah Bay in a fog late this summer. The owner got off safely, but the Coast Guard found the vessel virtually a total loss, with her keel broken.

"practically all my fishermen are using NYLOCK NETS"



LaConner Co-Operative Fishermen

LACONNER, WASHINGTON

Heminway & Bartlett Mfg. Co.
500 Fifth Avenue
New York 36, N. Y.

Gentlemen:

The LaConner Co-op. Fishermen are composed of about 125 gillnetters who fish the local vicinity of Skagit Bay area, approximately six months of the year, from June 15 to November 30.

Since 19[illegible] when all used linen netting until 1952, Practically all my fishermen are using Nylock nets and will not return to linen, because they require less care, give longer wear and are easier to handle, particularly where we [illegible] smaller boats and less engine [illegible] which means less actual labor for men.

Briefly, Nylock nets are much lighter, due to less absorption of water and require no treating, cleaning and apparently no deterioration while fishing, while the linen nets start deterioration as soon as they start fishing.

LaConner Cooperative Fisherman,

W. N. Alvord Secretary-Treasurer

writes **W. N. ALVORD,** Secretary-Treasurer
LA CONNER CO-OPERATIVE FISHERMEN
La Conner, Washington

LESS CARE

LONGER WEAR

EASIER TO HANDLE

IN ADDITION, Mr. Alvord says, "NYLOCK Nylo Nets are much lighter due to less absorption of wate and require no treating, cleaning and apparentl there is no deterioration while fishing.

AND THAT'S NOT ALL! NYLOCK Nylon Net catch more fish, have less knot slippage, do not fray or fuz and need no drying! That's why YOU should *insist* on nets made of

For further information, get in touch with one of the following manufacturers who make nets of NYLOCK NYLON TWINE:

R. J. EDERER,
540 Orleans St., Chicago, Ill.
EDERER, INC.,
Unity and Elizabeth Sts.,
Philadelphia, Pa.
PAULS FISH NET CO.,
357 W. Ohio St., Chicago, Ill.
ADAMS NET & TWINE CO.,
701 N. 2nd St., St. Louis, Mo.
THE FISH NET & TWINE CO.,
310 Bergen Ave., Jersey City, N. J.
A. M. STARR NET CO.,
East Hampton, Connecticut

NYLOCK®

the original Patented-Processe

NYLON TWINE

*U. S. Patent No. 25905

U. S. Patented* NYLOCK NYLON TWINE produced by:

HEMINWAY & BARTLETT
500 FIFTH AVENUE, NEW YORK 36

PACIFIC COAST REPRESENTATIVE:
J. W. ASHLEY, 1940 26 Avenue North, Seattle 2, Washington

Pacific Fisherman's NEWS
ober, 1953 Volume 51, Number 11

itt Gilbert.....Editor
n McCauley.....Associate Editor
rles L. Shaw.....Canadian Editor
rt F. Leete.....No. Calif. Editor
/. Ponsford.....So. Calif. Editor
ard N. Crosby.....Advertising Mgr.

MILLER FREEMAN PUBLICATION

r Freeman.....President
ence K. Smith.....Vice President
am B. Freeman.....Vice President
r Freeman, Jr.....Secy.-Treasurer

Publication Office
Witmer St., Los Angeles 17, Calif.
DUnkirk 9-1112

Editorial & Advertising Offices
1 Columbia St., Seattle 4, Wash.
MAin 1626

DISTRICT OFFICES

exington Ave.....New York 17, N. Y.
MUrray Hill 3-9294
Howard St. (Rm. 308).....Chicago 26, Ill.
ROgers Park 4-3420
oyal Bank Bldg.....Vancouver, B. C.
MArine 7287
W Third Ave.....Portland 4, Oregon
BEacon 6348
econd St.....San Francisco 5, Calif.
GArfield 1-5887
o. Avalon Blvd.....Wilmington, Calif.
TErminal 4-4538

CORRESPONDENTS

u.....Erv Jensen
ikan.....Gene Brice
rait.....Mrs. Vi Haynes
.....Myrth B. Sarvela
burg.....Miriam G. McKechnie
gham.....Mrs. Pauline Constanti
Landing.....Mrs. Lillian B. Woodward
Harbor.....Ade Fredericksen
a.....Mrs. Elsa Auvil
Bay.....Mrs. Irma Wood
Bay.....Bob Campbell
a.....F. F. Flaherty

GE OF ADDRESS: Please send notice of e of address as early as possible, and le both old and new addresses, plus zone er at new address.

RTISING: Complete plates only should nt to the Publishing Office at Los An- . . . Advertising copy and cuts, instruc- all insertion orders should be sent to the e office.

pherd Marine's San Diego office has led a Universal Blue Jacket, 6-cylin- 60-hp., for propulsion in Stephen t's **Quanis.** And in the **Petrel,** the company installed a D-315 "Cater- ," with 3:1 Twin Disc reduction, for lsion and, as auxiliary, an 8-hp. tt. Scott Hazelton owns the **Petrel.**

PUGET TRAWLING REGULATIONS PERMIT MORE FISHING

Robert J. Schoettler, Washington director of fisheries, in September announced a number of changes in Puget Sound trawling regulations which will have the effect of opening more water to fishing; and also of clearing some bottoms of excessive stocks.

Trawling south of Point Defiance will be permitted for the first time in years during the period from Dec. 1 through Feb. 15, except in certain waters in Hale Passage, Tacoma Narrows, Budd and Totten Inlets.

The regulation primarily is designed to permit harvesting the overcrowded English sole population of Carr and Case Inlets; and to curb the predator dogfish of that area.

EUREKA FISHING BOAT BASIN NEEDS DREDGING

Eureka's city government faces the problem this fall of financing and carrying out considerable work on the city's Small Boat Basin, home of the Humboldt Bay commercial fishing fleet.

During the last few years sand and silt have caused considerable sedimentation, and at low tides some boats are virtually stranded.

City officials estimated that approximately $50,000 would be required to completely rehabilitate the basin.

REAL SEEKS FISHING BASE AT SAN PEDRO

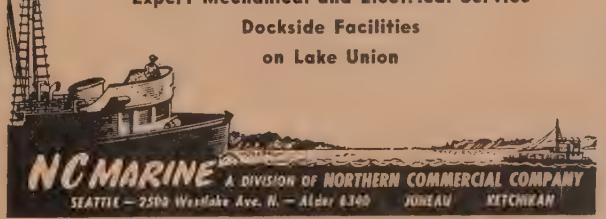
John Real, manager of the Fishermen's Cooperative Association, San Pedro, was actively engaged early in September in outlining a plan to develop part of San Pedro's main channel frontage for fishing fleet use.

Mr. Real asked the San Pedro Chamber of Commerce to urge the Harbor Commission to set aside a section of the frontage for development as a center for all fishing boats, purse seiner, gillnet, bait and the smaller jig boats. Once this was done, said Mr. Real, private operators would be encouraged to put in various service facilities on land leased from the Harbor Department.

Boatmen Are Invited to Piloting Classes

The Seattle Power Squadron are preparing to start their classes in elementary piloting on October 5. These are free to all boatmen. The course is the result of study by the United States Power Squadrons, the national organization, with a membership of over 19,000 since 1914 and has been taught in Seattle since 1941.

Ted Canepa, owner of the Monterey hook-and-line boat **Point Sur,** recently repowered the craft with a GM 4-51 diesel engine, purchased from and installed by Hover Equipment Co., Monterey and Moss Landing. The engine is equipped with a 3-1 reduction gear.

CATERPILLAR
REG. U. S. PAT. OFF.
MARINE DIESELS — ELECTRIC SETS
Expert Mechanical and Electrical Service
Dockside Facilities
on Lake Union

NC MARINE A DIVISION OF NORTHERN COMMERCIAL COMPANY
SEATTLE — 2503 Westlake Ave. N. — Alder 6300 JUNEAU KETCHIKAN

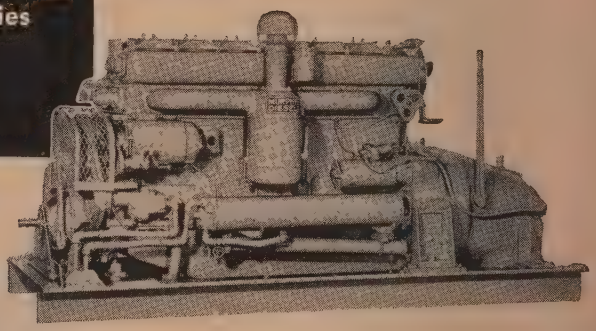
DISTRIBUTORS
Willard Marine Batteries
Next time you need batteries, remember that you pay no more for Willards. And their longer life and freedom from trouble makes *Willards cost less per year to own!*

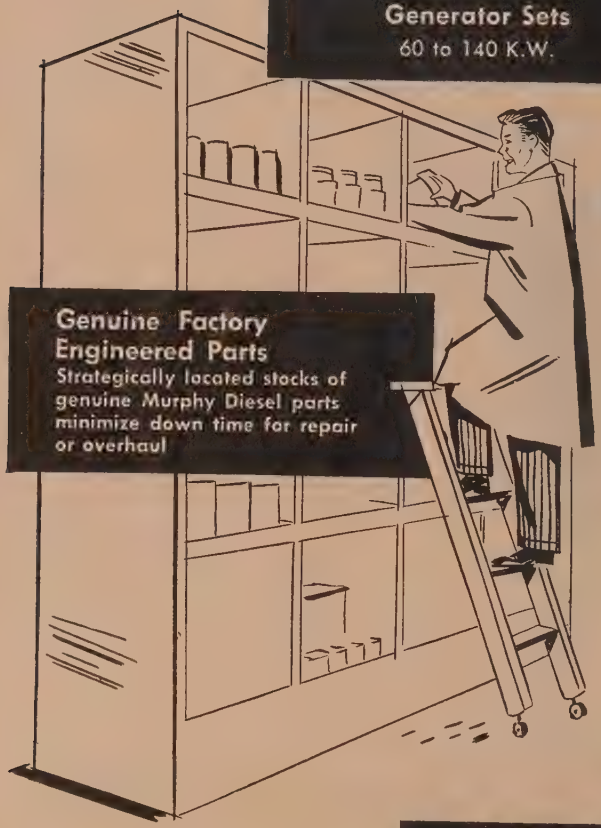
FREMONT ELECTRIC CO.
Power and Light for Marine and Stationary Installations
744 N. 34th St., EV 2323
MAIN STORE
SEATTLE
132 Spokane St., SE 7984
SOUTH END STORE

Wherever you are

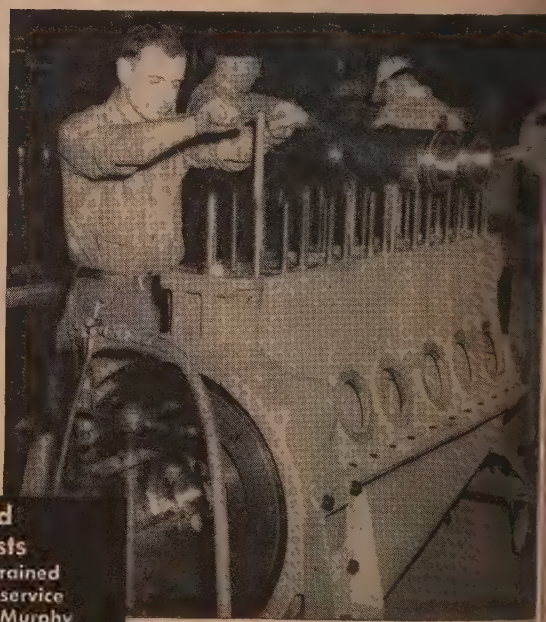
you will find MURPHY DIESEL
sales, parts and service facilities
convenient, prompt and dependable

Engines and Auxiliaries
90 to 225 H.P.
Generator Sets
60 to 140 K.W.





Genuine Factory Engineered Parts
Strategically located stocks of genuine Murphy Diesel parts minimize down time for repair or overhaul



Factory Trained Service Specialists
Dealer servicemen are trained in the newest and best service techniques right in the Murphy factory

MURPHY DIESEL COMPANY
5301 W. Burnham St.
Milwaukee 14, Wisconsin

255

MURPHY DIESEL

SAN DIEGO 1, CALIFORNIA
Diesel Technical Service, Inc.
205 W. Market Street

SAN FRANCISCO 9, CALIFORNIA
Oswald Machine Works
2936 Hyde Street

SEATTLE 7, WASHINGTON
Alaska-Pacific Supply Co.
2312 Market Street

VANCOUVER, B. C., CANADA
Northern Engine & Equipment Company (B. C.) Ltd.
155 Water Street

SAN DIEGO BITE-SIZE ITEMS

GEORGE KETTENBURG, founder the Kettenburg Boat Works of San ego, died in late August at his San ego home. He is survived by his iow and two sons, one of whom, ul, now heads the boat works. orge Kettenburg Junior passed ay last December . . . *Colombia* s towed into Magdalena Bay late August with a broken cam shaft. replacement was flown to the clip- . . . the 311 tons of tuna aboard *Courageous* when she sank at k in San Diego, has been con- nned and converted into fertilizer. *LNNA M, Santa Rosa* and *Liberty* ivered 600 tons of Yellowfin and pjack to San Diego at the end of gust . . . Ernest Silva, crew mem- on the *Bernadette,* was flown to t from Magdalena Bay by Coast ard plane after he was taken ill h acute appendicitis . . . *St. Mary* k 35 tons of Albacore in less than hours at the end of August while ing off Guadalupe Island . . . rtin B, *Dorothy Lee, Monarch* and ry *Barbara* came to San Diego in August with about 800 tons ard. . . .

JACK CRIVELLO, president of Pacific, Inc., reports that fishing ditions off Ecuador and Peru are from normal. He has just returned from a trip to South America . . . The *Paramount* reported to Scripps Institution the heavy volcano eruptions on Isabella Island in the Galapagos group, late in August . . . Another rescue of a fisherman from Magdalena Bay occurred when Coast Guard plane returned Manuel Canbral to port, following an injury to his eye. The accident occurred on the *Sun Down* . . . N. R. Barrett and W. Brown, co-owners of the albacore jig boat *Nancy Lee,* are reported to have salvaged the engine, etc., from the boat which was stranded at Rosarito Beach, Baja, Calif. . . . Port Director John Bate, San Diego, has informed the American Tunaboat Association that tuna boat owners must comply with a city ordinance which calls for one or more members of a fishing boat crew be aboard at all times while anchored or moored in the harbor.

DR. W. M. CHAPMAN, research director of the American Tunaboat Assn., has returned to his office after a trip to Japan . . . *Betty Lee* returned the 42-foot jigboat *Little Jim* to San Diego, on a tow, after the boat's rudder snapped and fell into the sea . . . The Star and Crescent tug *Laguna* went to San Martin recently to assist in bringing the *Wanna Mae* back to San Diego . . . At San Diego Marine Construction Co., repair work is coming along on the *Western Pilot* which was salvaged at San Quentin recently . . . John P. Kearns, former captain in the Army and recently returned from Korea, has been appointed outside salesman for Chrysler engines, etc., at the Kettenburg yard in San Diego . . . Several Chryslers have been installed in tuna tenders in San Diego: a Crown is working on M. O. Medina's 16-foot tender; another has gone into a Driscoll 17-footer . . . Harold Cary, manager for the ATA, was in Peru as this issue of *PFN* went to press . . Burke Crofton has completed his new display room and yard at the shore end of Fisherman's Wharf. He is the distributor for General Motors diesel engines.

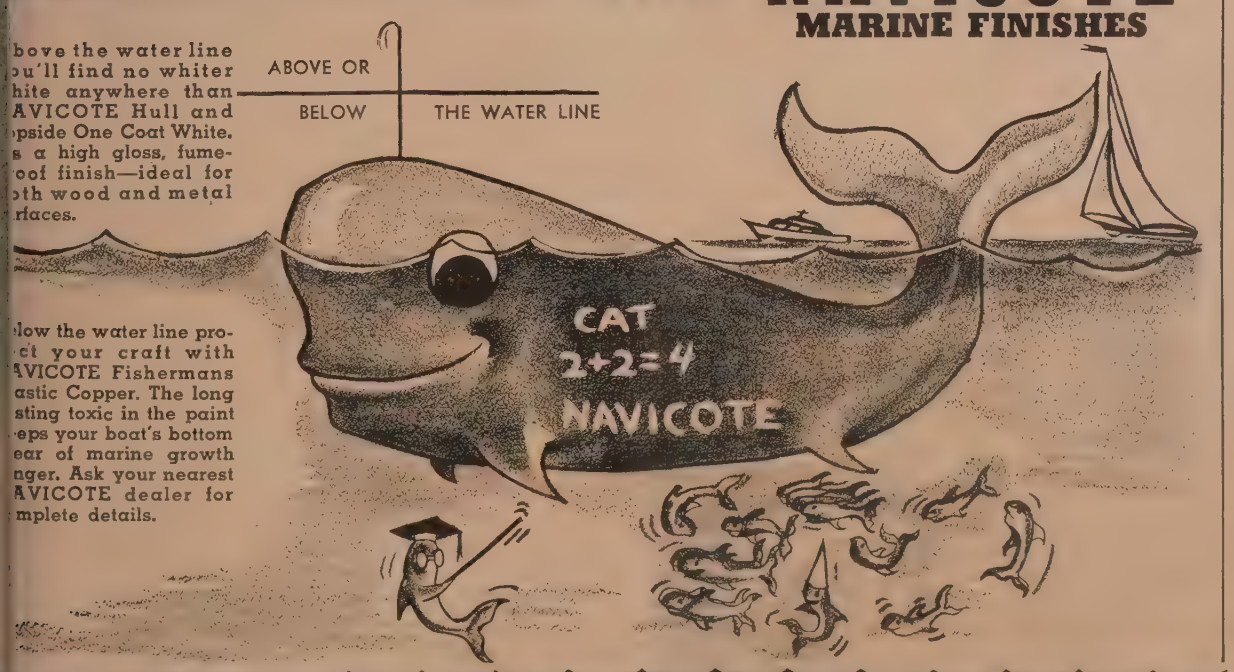
COLD PLATE
ICE HOLDING REFRIGERATION
by Electromatic
SIMPLE TO INSTALL AND MAINTAIN
This equipment will not reduce the storage capacity of your boat. No freezer burned fish. Large holdover cooling capacity during layover periods.
Compressor in engine room powered by main engine power takeoff or auxiliary.
ELECTROMATIC
SALES and SERVICE
2021 Third Avenue Seneca 3370
Seattle, Washington

It's More Economical To
PROTECT YOUR BOAT WITH NAVICOTE
MARINE FINISHES

bove the water line
ou'll find no whiter
hite anywhere than
AVICOTE Hull and
pside One Coat White.
s a high gloss, fume-
oof finish—ideal for
oth wood and metal
rfaces.

ABOVE OR
BELOW
THE WATER LINE

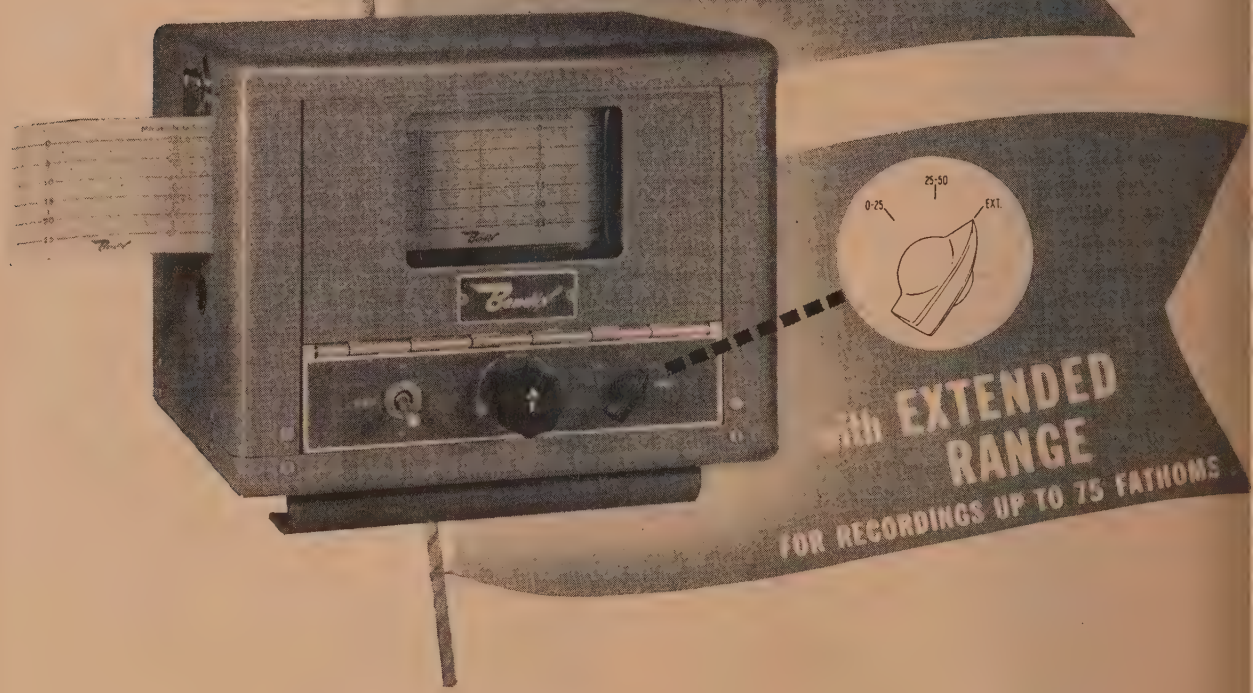
low the water line pro-
ct your craft with
AVICOTE Fishermans
astic Copper. The long
sting toxic in the paint
eps your boat's bottom
ear of marine growth
nger. Ask your nearest
AVICOTE dealer for
mplete details.



IART and BURNS Inc.
Manufacturers of DURAHART Protective Coatings
Riverside, Calif. — Dallas, Tex.

GREATER RANGE...IMPROVED FEATURES

THE NEW model DR-10A BENDIX DEPTH RECORDER



New 3-stage recordings and *new* stylus mechanism are outstanding features of the *new* low cost Bendix Model DR-10 A Depth Recorder.

1. EXTENDED RANGE

A *third* position has been added to the range switch providing an *additional* scale for recordings up to *75 fathoms.*

2. IMPROVED STYLUS MECHANISM

An easy-to-install stylus which is self-adjusting.

Simple in design, extra long-lived and retaining the characteristic Bendix true-profile straight-line recording feature.

These important improvements, in addition to the other exclusive Bendix features—compactness, easy installation, low power drain, trouble-free service—all *at no increase in price*—demonstrates that you get *more* for your money with a Bendix.

ASK YOUR DEALER FOR COMPLETE INFORMATION

Bendix
Pacific Division
Bendix Aviation Corporation
NORTH HOLLYWOOD, CALIF.

East Coast Office—475 Fifth Ave., N.Y. 17
Export Agents—Bendix International, 205 East 42nd St., N. Y. 17

s photo tells a lot about
m seining. The rings
up—see them on the
othespin" suspended at
right, with one ring
t slipping off the end
the drum winds the
aboard. The crewman
the left turns a wheel
operate the "level-
id," traversing the net
k and forth along the
m. He starts and stops
drum by a lever
wn just above his right
id. When the rings are
ught aboard as the net
ursed they are slipped
the "clothespin," which
acts as a keeper.

Running Up the Season's Score On Drum Seine Operations

When the 1953 Puget Sound purse
e season was at its peak, *Pacific
herman* took a look at the drum
es in action and found them per-
ming better than was expected;
with some small problems devel-
ng which will have to be worked
during the coming winter.

Not only are the new rigs fishing
l, but it is generally conceded
t in all but a few areas they will
-fish the conventional seine. Hand-
lers and drummers alike are
eed that their method of fishing
work well where the net can be
out without the complications of
plete circle setting, or where a
id set is not necessary. Despite
fact that there has been some
licity about the speed of the drum
e in setting, it still is fairly evi-
t that care must be taken and
net set out carefully in order to
it to fish properly and to avoid
s and tears from fouling on the
l. A simple backlash can and has
ed some of the nets from top to
tom where the set has been made
fast.

basic fact which the drum seine
rator must accept is that he can-
run at full speed and expect to
his net without trouble every
e. The time lost in repairing more
n offsets the time saved in terms
speed.

PF watched the drum seine being set out, towed and hauled and found that with only four men this outfit could be fished with less actual work by the crew, and that the time for a complete cycle was considerably less than that of even the fastest of the conventional outfits.

The Four Work Assignments

Work assignments on most of the drummers is about like this — *the skipper* is on the bridge during the setting and towing, and on the after deck during the hauling; *the cook* doubles as winch man, a relatively simple operation with only a single purse line to worry about; *a drum man* handles the drum controls and works the spooler for the net; and *the skiff man* stays in the skiff during the entire cycle, either towing the net or towing the seiner to keep the net from collapsing during the period while the net is being pursed.

The skipper's job on the reeling operation is to work the plunger as the net comes in before it is pursed, and to watch for fish in the bunched netting as it goes over the stern roll.

When *Pacific Fisherman* watched the drum seines in operation the most noteworthy thing observed was the simplicity and ease of operation of the whole thing. True, an important part of the operation is the coordination of the activities of the crew; but the back-breaking labor of hauling corks and net is gone. Gone also were the vast coils of purse line, lead line and rings on deck. The drummer hauls the rings clear of the water enough to bring the leadline to the surface and that's all. The reel, turning slowly, does the labor and the crew operates the controls.

Of importance and interest to those who have not seen the drum in operation is the work done by the skiff during the reeling operation. As we have mentioned above, during the set the skiff works in exactly the same manner as on the conventional seine set, but it is on the haul where the skiff really does a job.

Skiff's Part Important

After the tail of the net is brought aboard the seiner and the reeling is started, the skiff moves to the offside of the boat, away from the net, and makes a towline fast at about the mid-line of the seiner. As soon as the line is fast, the skiffman starts towing-off, pulling the boat away from the net and keeping the corks away from the boat as much as possible. This is particularly advantageous when setting in the tide where the tendency is to collapse the net

BE SURE IT'S PURPLE!

If it's *purple,* it's heavy-duty T5X motor oil. The *purple* oil is your assurance of outstanding protection against engine breakdowns caused by inadequate lubricants.

Even under the most *severe* operating conditions—storms, heavy loads and long hours—T5X gives *superior* engine protection. T5X lubrication protects rings, bearings and other moving parts against wear, and greatly extends overhaul periods.

T5X is made from an unusual combination of the finest base stocks and special-purpose compounds. This amazing purple oil protects against the clogging effects of sludge and keeps ring grooves, pistons and oil lines cleaner by retarding formation of lacquers and varnish.

Get heavy-duty T5X motor oil at any of the Union Oil marine docks in key Pacific harbors from Alaska to Panama . . . also in most principal West Coast ports throughout Central and South America and in the Far East.

UNION OIL 76 COMPANY OF CALIFORNIA

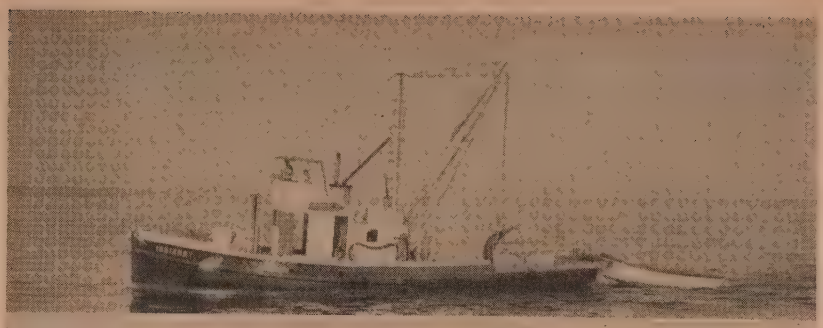
Makers of UNOBA—the original multi-purpose grease.

nd spill the fish before the pursing complete.

The towing continues, and when a nange in direction is needed the ipper either signals to change the iff's heading or the tow line is ifted in a very ingenious manner. nstead of casting the end of the owline off and moving it to another pot, a system of hooks has been eveloped so that the towline remains st to the same spot at all times. he hooks, secured by short rope raps to the bulwark, are set fore nd aft and the winch man on orders om the skipper moves the line and rops it over either hook. The skiff an simply slacks off on the throttle hen this change is made, with no ss of time. When the change in di- ction is accomplished, the line is ropped off the hook and the towing oes on as before.

pecially-Designed Boats re Favored by Some

The general feeling among the shermen at Point Roberts, at least, that the drum seine is here to ay and that before long, it will re- ace the conventional seine in those aters, where the complications of st, tight sets are not a factor. Some the more thoughtful fishermen say at this rig will be ideal for South- stern Alaska where there is room work, and where the fishing is ss complicated by large numbers of oats.



Pete Kink and his crew, with their drummer above—The *Indiana* presents a profile typical of the older Puget Sound seiners, modified in the modern manner with a seine drum. The crew of four—plus a passenger: left to right, Marvin "Bud" Mosher, drum man; Peter Kink Jr., "needle filler"; Pete Kink, skipper; Norman Bliss, cook and winch man; Francis Kenyon, skiffman.

One of the more interesting facts turned up at this writing is the thought expressed by some fishermen that it may be wise to design and build new boats especially for this operation. One fisherman commented

. . . all the facilities for conversion . . .

PURSE SEINE REELS

Now available in one location — complete plant for design and construction of Seine Reels . . . backed by actual experience of our engineers in the fleet this year. Stock Gillnet reels also available for immediate installation. . .

1 CALL FOR ALL GARFIELD 8614

Manufacture of Akervick Gurdies and Trolling Equipment
Drydocking, Repair and Side Tracking Facilities
Design, Construction and Repair of Steel and Wood Commercial Vessels

MARINE CONSTRUCTION AND DESIGN CO.
3300 COMMODORE WAY • SEATTLE
PETER G. SCHMIDT BEN F. JENSEN
Make reservations now for winter side tracking

FEWER HAUL-OUTS *with* **TRIPLE C PRODUCTS**

TRIPLE "C"
CAPE COD COPPER COMPOUND — the world's finest anti-fouling protective coating . . . A complete guard against *all* marine growth.

HI-TEX
A high gloss and color fast marine enamel — formulated for protection against *all* marine elements. Hi-Tex applies with ease for a self leveling mirror-like finish.

Available at All Leading Dealers

50 YEARS OF PROVEN QUALITY
AMERICAN MARINE PAINT CO.

Three-quarters of a drum-sein crew making ready for a se These three men, with the skippe on the bridge, are all required fo this mechanized form of purs seining.

Making a drum seine set. Note the curvature of the net, which is about the maximum which can be employed successfully at the present stage of development in the technique of drumming. In the foreground is the winchman and cook, as might be guessed from the breadth of his back.

A drum seiner's deck during the pursing operation — only one man working, and all he has to do is take a single line from the winch and coil it down on deck. Note how much of the net has been drummed before the purse line was recovered and actual pursing begun.

that present seiners are a little heavy and hard to handle during the drumming operation. He felt that perhaps the answer was a shorter boat with a hull built specially to take the net over the stern somewhat easier than by present methods. Some expressed the thought that some changes in the drum and drum operating mechanism might help. Generally speaking, however, all hands were sure that it was a good thing.

Two of the more important problems confronting the drummer is the strength and life of the gear he is using. This year's seines, while hung slightly different, use the same size lines as the conventional seine—that is with a lead line somewhat smaller than the cork line. With the drum operation requiring greater strength it is felt by most that the lead line will have to be the same size as th cork line in order to prevent break ing as the line begins to wear.

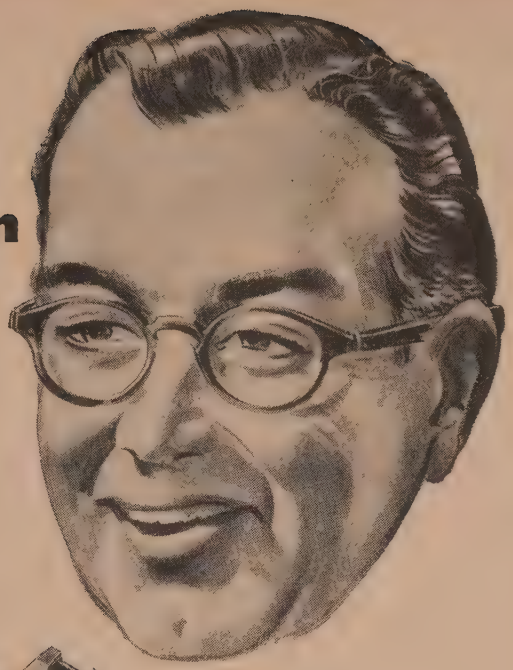
Another problem is the matter o corks. Some of the drummers ar having trouble with the gear the are using. Plastic corks, particularl on the head end of the net, are sub ject to tremendous pressures both a the corks come in on the reel an as the successive layers of net ar rolled in over them. Some of th operators are finding that these float are simply being smashed flat an when they get back in the wate they do not regain their origina shape. After a time the cork lin pulls-out through the side of the float and some means of getting a new one in place must be found. Current equipment must be "beefed-up" to take the beating necessary in this type fishing. It is a mechanical operation and the drive mechanism shows no preference in keeping a light touch on the part which is weak.

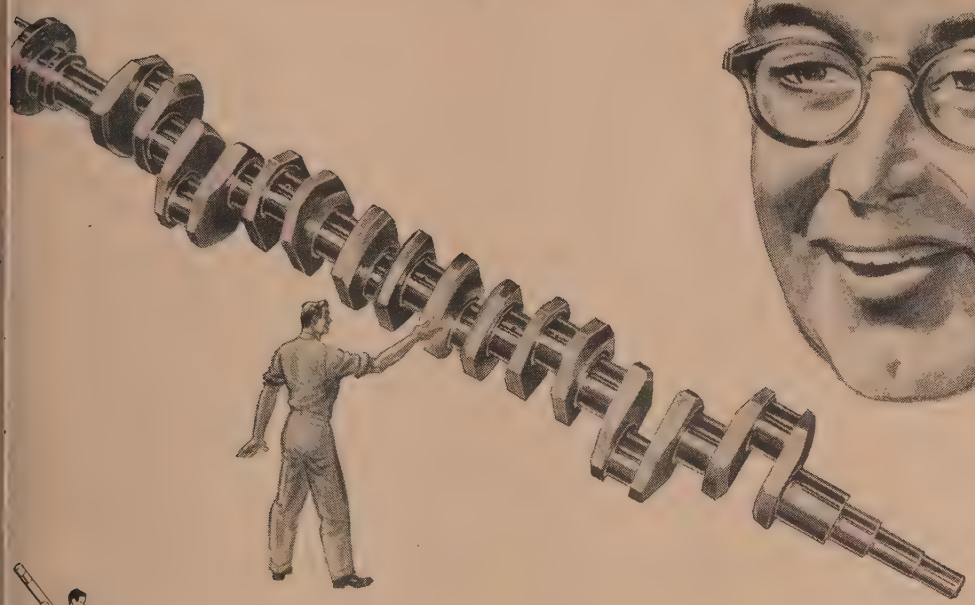
Gear Cost Is Increased

Another point of some concern in the drum seine operation is the general strength of the gear, As noted in *Pacific Fisherman's* story on drum seining in July, 1953, some comment was made that fishermen felt that the gear must be kept in top shape to stand the gaff of the hard pulling involved. This the fishermen are finding to be true. Some feel that they will have to have a complete new outfit every two years in order to keep the whole rig in top condition at all times. This means, certainly, more cordage and some more netting. Whether or not the savings in manpower costs will be offset by this cost is still being studied, but most boat operators feel that gear cost is not a serious problem.

An amusing sidelight on the drum seine is the close watch which must be kept to see that the "gillers" don't get wound up in the net and on the reel. "Fish hash" is the term used

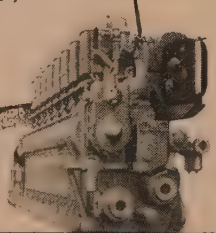
We take the JITTERS out of Diesel Operation





Check these points on smooth, quiet-running ENTERPRISE Diesels

- ✓ All ENTERPRISE crankshafts are built to meet and exceed the requirements of Lloyds, the American Bureau of Shipping and other rating agencies.
- ✓ Main bearings are concentric within .002 total indicator movement.
- ✓ Crankpin bearings are parallel with main bearings within .0005 in length of bearing
- ✓ Variation from true cylinder on main and crankpin bearings do not exceed .0005.
- ✓ Surface finish of all bearings is 10 Mu. In. R. M. S. Max.
- ✓ The high quality and reliable performance of ENTERPRISE crankshafts is typical of every component part of every ENTERPRISE Diesel—your assurance that there is NOTHING FINER IN HEAVY-DUTY DIESELS!



ENTERPRISE True-Balanced Crankshafts are *"super-finished"* to precision tolerances for a smoother running engine

Through every phase of production and testing, nothing is spared to prepare ENTERPRISE Diesel crankshafts for the long, trouble-free service expected of them. That's why they are forged from single "pedigreed" ingots, then fully annealed to make them resistent to fatigue or shock loads. That's why they are precision machined *completely*—for exacting control of balance, with journals and crank pins *"super-finished"* to micro tolerances. That's why they are oversize, with heavy cross-sections to reduce operational stresses, increase rigidity, decrease unit bearing loads.

And that's why every engine is given a thorough torsional analysis to help determine proper selection of flywheel, couplings and shafting which checks vibration and insures smooth engine operation.

Here is another of the many plus values enjoyed by ENTERPRISE customers the world over. Get all the facts, and *your* choice, too, will be ENTERPRISE.

Write for descriptive bulletins, or call your nearest ENTERPRISE *Diesel Sales office.*

GM GENERAL METALS — E ENTERPRISE

Enterprise DEPENDABLE Diesels

ENTERPRISE ENGINE & MACHINERY CO.

18th & Flordia Streets, San Francisco 10, California

A SUBSIDIARY OF GENERAL METALS CORPORATION

Boston · Chicago · Denver · Ft. Worth · Kansas City · Los Angeles
New Orleans · New York · San Diego · San Francisco
Seattle · St. Louis · Washington, D. C.

DIESEL ENGINES • OIL BURNERS • PROCESS MACHINERY

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant

UNIT Fishing Boat-M.V. Lincoln
Caterpillar D17000 Diesel engine

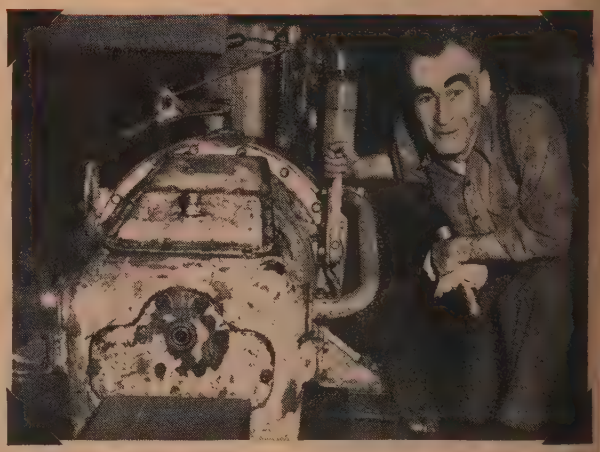
PART Reverse gear-self-lubricated

CONDITIONS Fishing off California coast

FIRM Consolidated Fisheries, Inc., San Francisco, Calif.

No transmission gear trouble in 8 years of fishing!

RPM GEAR LUBRICANT in the reverse gear of Consolidated Fisheries' M. V. Lincoln, shown below, prevented gear trouble since the gears were installed 8 years ago. Inspected at the end of that time, they showed very little wear in spite of tough service bucking tides and foul weather off the California coast. Gears were worked hard by the boat's Caterpillar D17000 diesel, were subjected to shocks and heavy intermittent loads when propeller came out of water during heavy seas. Tony Gomez, Engineer, says, "I've used RPM Gear Lubricant in this boat and others for 15 years and never lost a gear. It holds down wear, protects against shock even under heavy loads and constantly changing speeds."



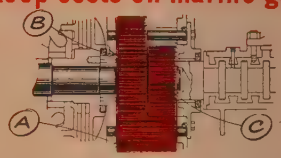
THE M.V. LINCOLN, 59 feet long and 16-foot beam, is one of a fleet of Consolidated Fisheries' boats that fish some 600 miles of coastal waters. RPM Gear Lubricant is used in all their gears.

REMARKS: In transmissions, net-hoist gears and other gear trains, RPM Gear Lubricant provides a tough lubricating film because of its very high oiliness qualities and stability. Recommended for all types of conventional gears, and also for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

RPM

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How RPM Gear Lubricant reduces upkeep costs on marine gears



RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor—prevents retention of air whipped into lubricant by gears and building up pressure.

B. Oiliness compound helps provide tough lubricating film—withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents thickening; assures lubrication in extreme temperatures.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

describe a fish which has been
ınd on the reel.
eriously, this need for a close
:ch is based on the fact that the
comes over the stern closely
ıched and unless a gilled fish is
tted as it goes between the stern
and the spooler it is gone for
d.
.t this stage of the game it is be-
ed that either the hydraulic or
gear drive work equally well, but
t the hydraulic drive gives greater
ibility in working the drum.
.ll told, it would seem that the
m seine is a success.
t fishes better.
t affords the man who has trouble
ting a full crew to operate with
er men.
t certainly takes the "work" out
the operation.

More sets can be made in any given day.

Its application to the seining operation is nearly universal, in that it can be fished in almost any waters.

There are still those who say "it won't work," but they are decreasing in number every day. The only ones who feel that it won't pay to bother with drum seines are the off-shore fishermen who work the Cape and False Pass, and the ffshermen who fish the rocks and tough holes along the west shore of San Juan Island.

ED YOUNG, PIONEER FISHERMAN PASSES AWAY

Edward E. (Ed) Young, who 60 years ago fished the first gasoline-powered sardine boat at San Pedro, died in mid-August at his home in Wilmington, Calif. Young became the skipper of the 60-foot *Alpha* at the age of 19, which ran under sail and had an auxiliary gas engine. A master mariner, he was skipper of several well-known yachts, the *Velero I* and *Velero II*.

CFIE GETS TOP INSURANCE RATING

Stanley Brummel, secretary of the Commercial Fisherman's Inter-Insurance Exchange, San Pedro, and with branches along the Pacific Coast, reports that Best's Insurance Co. has issued an A-Plus rating to his company. This is the top rating in the insurance field.

CFIE has had a few changes in personnel during the past year (the financial statement of the company was published in the September issue of *Pacific Fisherman*. Paul Serka has taken the place of Paul Dorotich on the Washington state advisory board. E. M. Petterson has become the manager of the company's Eureka branch office.

Commercial Fisherman's Inter-Insurance Exchange is a unique insurance organization, being composed entirely of commercial fishing boat owners, with offices in San Pedro, Tacoma, Astoria, and with advisory committees located in Eureka, Aberdeen, Everett, Bellingham and Seattle.

The board of governors is composed of Robert Duzich, Vincent Marinkovich, Andrew Tipich, Anthony Dileva, Andrew Vilicich, Vincent M. Yelusich, Carman DiMassa, Slavko Ivancic, and Nicholas Felando.

FISHERMEN'S GRANGE WINS AWARD FOR FAIR DISPLAY

Members of the Fisherman's Newport Harbor Grange won a special award ribbon for their display at the recent Orange County Fair. Paul Connor of the *Bona Venture* is master of the Grange, and other officers are Aubrey Eichhorn, *Donna U;* Freeman Easton, *Flora;* Andy Brockett, *Woman;* Jim Martin, *Lady Lou;* Bill Campbell, *Skipjack;* plus the lady officers, all of whom have direct working acquaintance with such boats as the Coleman's *Refuge;* the Chorpenning's *Chorgus;* the Yeargen's *Minnie Y;* the Pence's *How Do;* the McVicker's *Poor Boy;* the Foreman's *Arline F,* and many others calling Newport Beach, Calif., their home port.

Information supplied for the display by West Coast Packing Co. and Western Canners at Newport Beach indicated an expenditure of almost a million dollars a year for plant labor and payment to fishermen in Newport. A scale model of the two canneries, complete to tiny ½" figures of men on anchored boats and on the docks, was the attraction of the display.

FOR CATCHING ANYTHING THAT SWIMS
"American Brand"
PURE MANILA ROPE
AMERICAN MANUFACTURING COMPANY
Brooklyn 22, New York
Rope (Manila, Sisal, Jute, Nylon, Polyethelene, Saran, Glass) Twine, Oakum, Packing, Baler Twine, Carpet and Electrical Yarns
Branch Factories:
St. Louis Cordage Mills, St. Louis 4, Mo.
Delaware River Jute Mills, Philadelphia, Pa.
SALES OFFICES: Boston • Chicago • Houston • Los Angeles
New Orleans • Philadelphia • Pittsburgh • San Francisco

Anno

THE NEW M

DIST
WASHING
NORTHERN IDAH

PACIFIC MA

Serving the

SEATT

PACIFIC MARINE SUPPLY COMPA
houses on the Pacific Coast, is proud
Alaska, Northern Idaho and Western M

We have pioneered the use of outb
streams of the Pacific Northwest to th
SUPPLY COMPANY is the center of a
always to serve you and to keep your
to be the finest outboard motor yet pr

C. W. Jones & J. P. Jones and
of Mercury dealers will be associa
new distributive arrangement. "Do
out the Pacific Northwest, will be
outboard department.

NEW FEATURES
NEW STYLING
IEW PERFORMANCE

★**MERCURY OU**
High speed runab
heavy duty comme
fishing and
MERCURY—*The*

M
TOMORRO

...ng...

...EFER

...CURY

...OR

ALASKA

...STERN MONTANA

... SUPPLY CO.

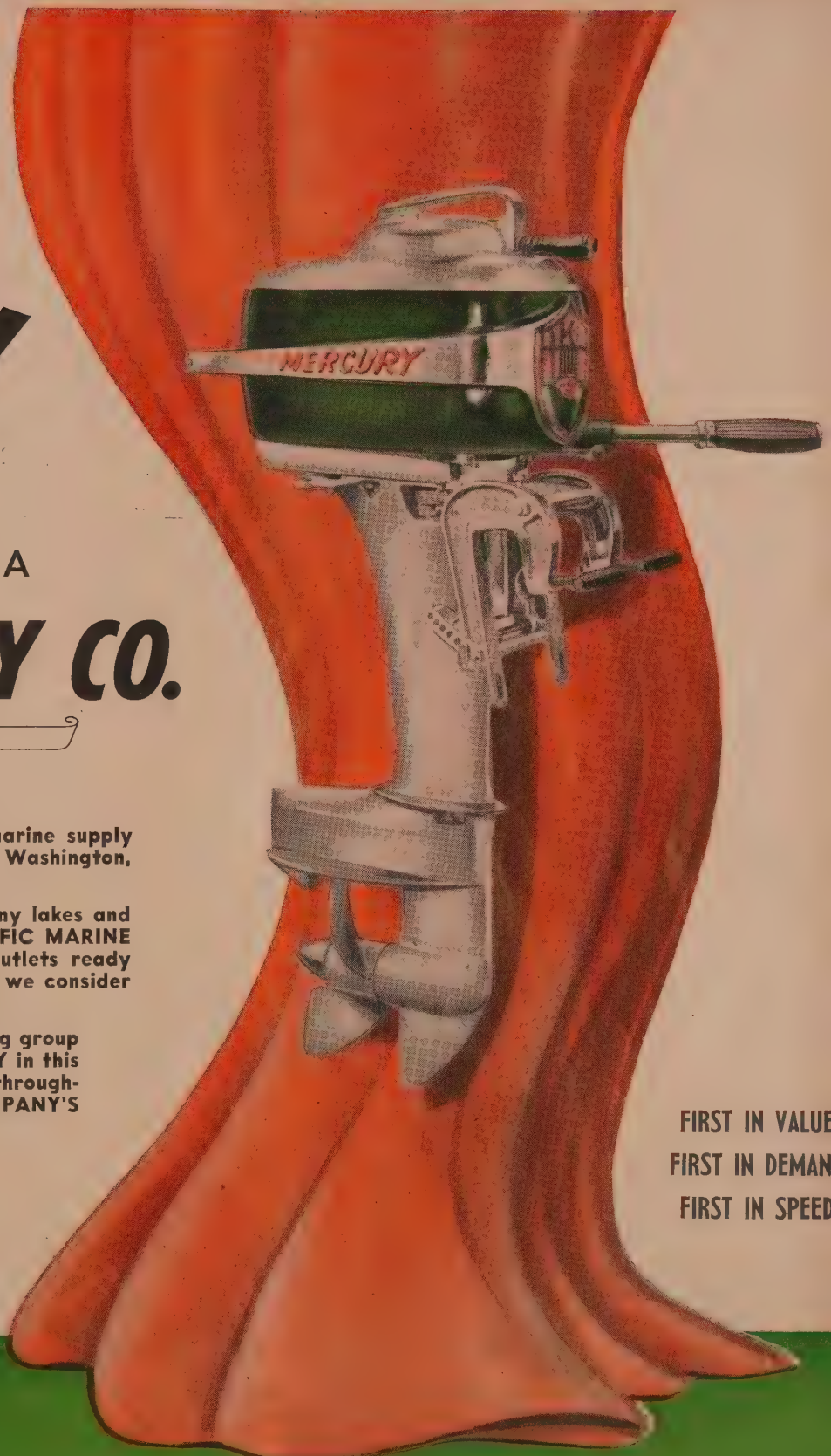
...aska since 1897

...NGTON

...t and most experienced marine supply ...e Mercury distributor for Washington,

...ery purpose. From the sunny lakes and ...es of the Bering Sea PACIFIC MARINE ...board sales and service outlets ready ... Now we offer you what we consider

...s so ably served the growing group ...MARINE SUPPLY COMPANY in this ...own to outboard people through- ...IFIC MARINE SUPPLY COMPANY'S



FIRST IN VALUE
FIRST IN DEMAND
FIRST IN SPEED

...VERY PURPOSE—

...le family cruisers, ...fishing, commercial ... every class.
...tboard Ever Built

...RY

...D — TODAY!

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries

By PETRALE*

"Cobb" to Investigate P.W.S. for Herring

The F. W. S. vessel *John N. Cobb* is scheduled to sail from Seattle October 15 to Prince William Sound, Alaska. Donald R. Powell, assistant chief of the Exploratory Fishing and Gear Development Section, who visited Seattle during September, said the *Cobb* will continue the exploratory and biological work on herring begun last year. Last fall, the researchers made an echo sounder survey of Southeast Alaska on herring and released a large number of herring tags. Powell said the investigating of Prince William Sound would follow the pattern of work carried out last year; however, new techniques and gear will be utilized to aid the investigation.

A phantom trawl (mid-water) has been ordered for the vessel and if it is received on time, it will be given first test during the herring work.

An attempt will be made to estimate herring populations from depth recorder traces, a method recently described by the Canadian biologists.

Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.

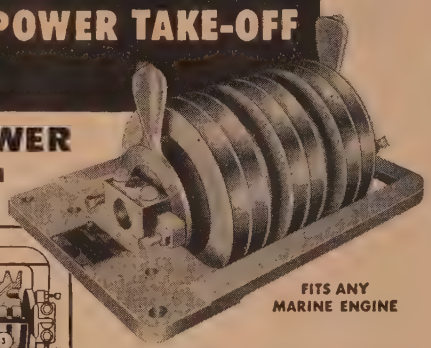
Comments, questions and contributions should be addressed to: PETRALE, Care *Pacific Fisherman's News*, 71 Columbia St., Seattle 4, Wash.

Holmes Study Continues

The State of Washington Dept. of Fisheries is continuing its study on the effects of otter trawling in Holmes Harbor and adjacent waters. During the past month biologists from the State and University of Washington have released approximately 4,000 tags in Saratoga Passage, Penn Cove and Holmes Harbor. The tagging was carried out aboard the U. of W. vessel *Oncorhynchus*. The researchers hope to gain information concerning the populations of sole in this area, the effect of trawling on croping food fish and the amount of scrapfish which can be removed. The tagging program will assist the investigators in determining the migration patterns and help in estimating the population of English sole within the waters. Holmes Harbor was opened for a special six week-trawl season this year after a long closure. The region will

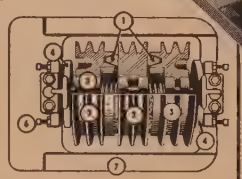
The New ALBINA DIRECT CONTROL POWER TAKE-OFF

Double Belt Model
Wt. 35 lbs.



PUTS POWER Where you need it!

FITS ANY MARINE ENGINE



1. Cone clutches.
2. Pulley driven from engine crankshaft.
3. Clutch pulley (independently controlled).
4. Control Levers
5. Sealed ball bearings (no lubrication necessary).
6. Adjusting screws.
7. Mounting frame.

The manually operated Albina Power Take-Off now has die cast operating levers of Aluminum-Zinc copper alloy with a stainless steel wearing strip cast as an integral part. There are also die cast aluminum alloy sheaves and die cast aluminum alloy shaft standards. Full molded friction linings from permanent molds. The shaft is stainless steel. SKF bearings are permanently lubricated and sealed.

Write for illustrated descriptive folder.

ALBINA ENGINE & MACHINE WKS.
2100 N. Albina Ave. Portland, Oregon

"THE HOUSE OF FRIENDLY SERVICE"
NORDBY SUPPLY COMPANY

Nylon!—

BEST BY EXPERIENCE

Pauls Locknot Nylon Netting
IS BEST BY TEST

In 1953 Gill Netters Took Most of Their Fish With Nylon Netting

BUY YOURS NOW!

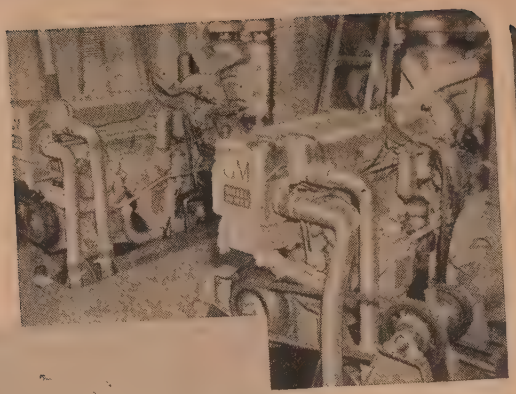
1300 WESTERN AVE., EL. 1364 SEATTLE 1, WASHINGTON
WATER STREET KETCHIKAN, ALASKA

M DIESEL
ASE HISTORY No. 535-134

OAT & OWNER: "Captain Charlie ewis," 110-foot purse seiner wned by F. B. Walker & Sons, ascagoula, Miss.

INSTALLATION: Two GM 6-110 Diesels equipped with GM hydraulic reverse gears drive twin 52" x 36" wheels through 4.5:1 reduction, and 3" centrifugal pumps. Boat carries 23-man crew to tend 1200 feet of net and two 34-foot seine boats.

PERFORMANCE: 6-110's have each operated 10,000 hours without overhaul. Compactness of engines permits boat to carry 8,000 gals. of fuel; 3,000 gals. fresh water and 400,000 lbs. of fish. Cruising speed: 11 knots.



It pays to STANDARDIZE on

GM GENERAL MOTORS DIESEL POWER

10,000 Hours Without Overhaul

Here's the Diesel that in three short years has won the praise of fishermen as one of the most dependable marine engines built.

This husky General Motors 6-110 delivers 205 true, continuous shaft horsepower @ 1600 RPM and takes up less space than 4-cycle engines of lower horsepower.

Like all GM Diesels, the "110" operates on the efficient 2-cycle principle—delivers a smooth, sure, steady flow of power. It responds instantly to controls, idles down smoothly for trolling or tending nets. Its simple design makes it easy to keep in top shape. Its original cost is less than other Diesels of comparable horsepower and it costs surprisingly little to maintain.

Sound interesting? Get the full story from your nearby GM Diesel distributor or write direct to us.

DETROIT DIESEL ENGINE DIVISION

GENERAL MOTORS • DETROIT 28, MICHIGAN

Single Engines... 16 to 275 H.P. Multiple Units... Up to 840 H.P.

KA—Juneau
COWLING CO.
ikan
HERN MACHINE WORKS &
NE RAILWAYS, INC.
burg
MACHINE WORKS

MARINE SALES & SERVICE
gell
NGELL MACHINE WORKS

CALIFORNIA—Berkeley
WEST COAST ENGINE & EQUIPMENT CO.
Fort Bragg
WEST COAST ENGINE & MACHINE CO.
Eureka
AIKINS TRACTOR CO.
Los Angeles Harbor, Newport Beach
CROFTON DIESEL ENGINE CO., INC.
San Diego
GENERAL TRUCK & ENGINE CO.
Monterey
HOVER EQUIPMENT CO.
San Francisco
SHORE LINE DIESEL MAINTENANCE

OREGON—Astoria
MARINE EQUIPMENT CO.
Coos Bay
WOODBURY-LILLEBO COMPANY, INC.
Eugene, Portland
GUNDERSON BROS. ENGINEERING CORP.
Newport
CAMPBELL'S DIESEL SERVICE

WASHINGTON—Bellingham
BELLINGHAM ENGINE & EQUIPMENT, INC.
Hoquiam
WISE ENGINE & MACHINE CO.
Seattle
EVANS ENGINE & EQUIPMENT COMPANY, INC.
Spokane
MODERN MACHINERY CO., INC.

be reopened next year for the same period. The South Sound is also being opened to trawling this fall.

Tri-State Investigates Perch

Biologists from California, Oregon and Washington joined last month to investigate the relative gilling of Pacific Ocean Perch in various mesh sizes. The investigators chartered the commercial dragger *Mitkof* out of Seattle. The *Mitkof,* skippered by Ivar Angell, left Seattle late in August and spent five days testing a series of cod-ends of different mesh sizes. The investigations resulted from a complaint by trawl fishermen that the suggested 4½" (between knots) minimum mesh regulations for trawl nets would handicap fishermen trawling for Perch. Drag fishermen claim the 4½" mesh causes serious gilling which slows up fishing operations and makes "splitting" or large hauls difficult. The results of the Tri-State work has not yet been revealed.

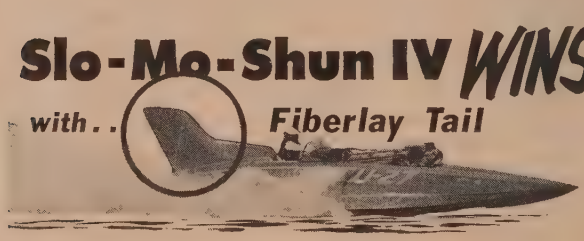
Fishery Report Issued

During July, the Washington State Department of Fisheries published the first in a series of new "Fisheries Research Papers." The "Research Papers" are expected to be published periodically and are aimed at keeping the public and other fishery agencies abreast of research progress in the State. The first "bulletin" deals with five technical papers and a foreward by Robert J. Shoettler, Washington's Fishery Director. Some of the more interested findings of the researchers are abstracted below:

"More Rain — More Salmon" — A study by William A. Smoker revealed that the annual commercial landings of silver salmon in Washington were closely related to stream run-off in Western Washington watersheds during the first year of life of the fish. Smoker demonstrated that for the period 1935 through 1950 that a close relationship existed between average run-off and the reported commercial catch of silver salmon. In 1933, the run-off index was 107.27 inches and the 1935 pack yielded 1.79 million silvers while the 1944 run-off index of 52.31 inches represented a catch of only .51 million silvers. High fish returns are shown to be associated with "wet" years while dry years produce low commercial silver packs. The formula derived for the expected commercial landing for a given run-off is silver salmon landings = 624 + 21.58 × run-off in inches. The paper demonstrates the importance of early life environmental conditions on the success or failure of any particular silver salmon brood.

"Pacific Ocean Perch" — Pacific Ocean Perch which are taken at depths from 80 to 300 fathoms are reported to spawn during the mid-winter months of January and February. The young perch have been found as far as 350 miles off shore and are noted to make up a large part of the diet of Albacore taken off Oregon and Wash. From 1949 to 1 young Ocean Perch were found o be the most numerous items in e stomachs of Albacore. In some Al- core stomachs examined more th 100 young Pacific Ocean Perch w e counted. Young "Perch" evidently o not resemble the adult in color patt n as they are said to have a greeni- blue back with silver on the sides d bottom. Pacific Ocean Perch h e been caught from the Santa Barb a Islands north to the Bering Sea. e present commercial fishing exi s from Central Oregon north to Hec e Strait. Other papers of possible int- est to commercial fishermen is a - port on the migration of silver s- mon within Puget Sound by Hans . Jensen and a paper dealing with e Puget Sound Sport Fishery by Ri- ard T. Pressey.

"Dogfish Studies"—A study of e feeding habits of dogfish by Canadi researchers revealed that they fe on a variety of fish and shellfish wh available. Important food items ported to be found in dogfish sto achs included eulachon, herring, ha flatfish, crabs and shrimp. Dog f stomachs examined from the Str of Georgia and Hecate Strait show herring to be dominant food iten A small commercial fishery still e ists for dogfish in British Columbi however, in Puget Sound Wate where Herring fishermen are worri about the large population of dogfis



Slo-Mo's new tail was an important factor in her outstanding performance during the 1953 Gold Cup Race. This new Fiberlay tail permitted additional speeds as well as greater ease of handling. Fiberlay was used in its construction because of its tremendous strength and light weight . . . and because it is completely impervious to water.

Fiberlay Covering . . .

when applied to the deck, hull or cabin top of your boat, will permanently eliminate leaks and reduce maintenance over 300%.

LOW COST — EASY TO APPLY
See your dealer or write:

Glass-Fiber & Plastics Supply
INCORPORATED
707 LANDER ST. • SEATTLE 4, WASHINGTON • MU. 0026

The enthusiasm of Capt. Paul Lynn of the M/V CAPE BEVERLY for the Sperry Magnetic Compass Pilot is based on rugged experience. In her year and a half of fishing, he has made numerous trips with the pilot.

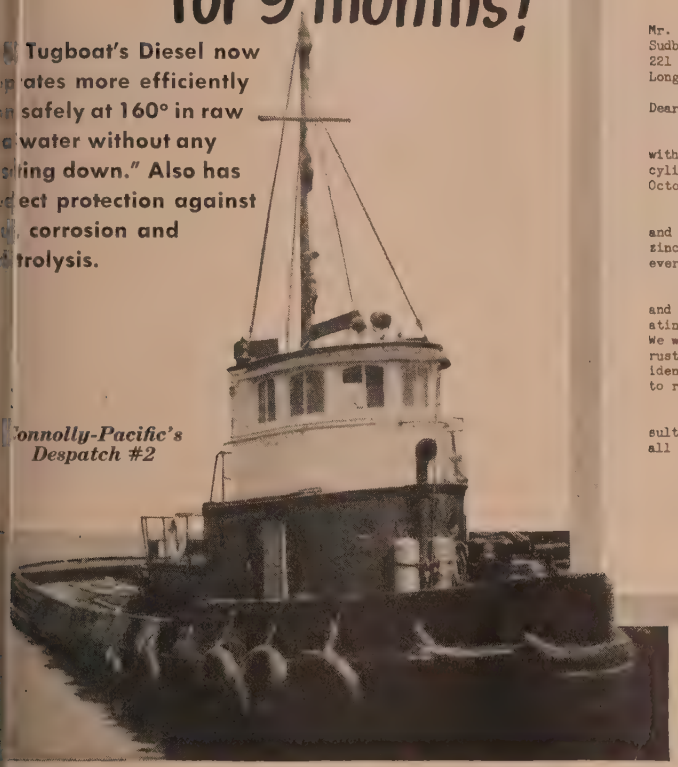
Capt. Lynn says, "For my money, there isn't another pilot on the market that will do the job like my Sperry Magnetic."

For Capt. Lynn has found that the trouble-free Sperry pilot does for him what it has done for scores of other fishermen—gets him to the fish and back with minimum expenditure of time, fuel, manpower and money.

SPERRY GYROSCOPE COMPANY
DIVISION OF THE SPERRY CORPORATION
GREAT NECK, NEW YORK · CLEVELAND · NEW ORLEANS · BROOKLYN · LOS ANGELES · SAN FRANCISCO · SEATT
IN CANADA — SPERRY GYROSCOPE COMPANY OF CANADA, LIMITED, MONTREAL, QUEB

"We used to replace a Liner every 2 months ...Now NONE at all for 9 months!"

...Tugboat's Diesel now ...ates more efficiently ...safely at 160° in raw ...water without any ...ting down." Also has ...ect protection against ..., corrosion and ...trolysis.



Connolly-Pacific's Despatch #2

CONNOLLY-PACIFIC CO.
CONTRACTORS
BERTH 39
1925 WATER STREET
TELEPHONE LONG BEACH 7-3541
LONG BEACH 2, CALIFORNIA

Mr. John N. Bergh
Sudbury Laboratory
221 Pomona Avenue
Long Beach 3, Calif

Dear Mr. Bergh:

We know you will be interested to know of our experience with the Sudbury Aqua Clear Feeder, which was installed on the 8 cylinder, 350 HP Diesel Engine aboard the Tugboat DESPATCH #2, on October 15,1952.

As you know, the engine was completely salt water cooled and operating at a temperature of 110 degrees. Despite the usual zinc plates, we were forced to replace on the average of 1 liner every 2 months because of the electrolytic action.

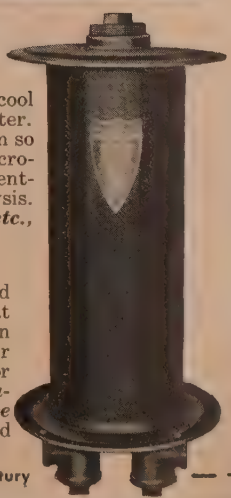
Last week, after almost 9 months of operation, the block and heads were carefully inspected. During this period, the operating temperature had been increased to between 140 and 160 degrees. We were surprised to find everything clean. There was not a trace of rust or salting down, but best of all, there was absolutely no evidence of electrolysis. Under our former procedure we would have had to replace 4 liners in this time.

Needless to say, we are very well satisfied with the results achieved with the Aqua Clear Feeder and can recommend it for all marine engines which are salt water cooled.

Very truly yours,
CONNOLLY - PACIFIC CO.
By A. L. Hendrix
A. L. Hendrix
Port Engineer

Throw Your Heat Exchanger Troubles Overboard

The AQUA-CLEAR Feeder has made it possible to cool ...sel and gasoline engines safely, direct with salt water. ...reats all water going through the cooling system so ...s completely noncorrosive. It puts an invisible, micro-...pic, water-tight film on all metal surfaces—prevent-...g all rust, corrosion, and greatly reducing electrolysis. ***...linder heads, manifolds, water jackets, liners, etc., ...e completely protected.***



...void the Heavy Cost of Closed Cooling

Save all the extra expense, space and complicated ...ing needed for closed cooling. No cumbersome heat ...changers or exposed keel coolers, no expansion ...nks, no extra holes through the hull—cuts repair ...s, avoids lost time due to breakdowns. Made for ... kinds and sizes of marine engines. ***Saves thou-...nds of dollars in original cost and maintenance ...pense!*** Costs only $128.75 for 250 hp. Larger and ...aller sizes in proportion.

...anufacturers of Quality Products for Over a Quarter Century

AQUA-CLEAR Feeders
Protect Diesel Engines from Electrolysis and Corrosion

...UDBURY LABORATORY, Box 26, South Sudbury, Mass.

Both Atlantic and Pacific Diesel Owners Say This Is the Big News of the Decade

Wharf Machine & Electric, Boston Fish Pier, reports on Diesel Engine in Schooner Adventure —"Due to electrolysis the liners decomposed... had to be renewed at intervals of about 9 months, one third of average liner life. Since your AQUA-CLEAR Feeder was installed 20 months ago, have not found it necessary to renew the liners... the water jacket and circulating ports are virtually free from rust and other fouling matter."

Wolverine Motor Works, oldest U. S. manufacturer of diesel engines—"From my experience with AQUA-CLEAR Feeders, I would consider them to be an economical essential to any salt water application"—W. H. White, Sales Manager.

Walter McInnis, world-renowned naval architect, designer of hundreds of workboats, fishboats, freighters, etc., says—"AQUA-CLEAR Feeders should be fitted into every boat that uses liquid cooled engines."

OVER 15,000 NOW IN USE!

Sold and Installed by Leading Boatyards

SUDBURY LABORATORY, Box 26, South Sudbury, Mass.

Send me complete information on AQUA-CLEAR Feeders to protect Diesel and Gasoline Engines from rust, corrosion and electrolysis..... **FREE**

Name.....

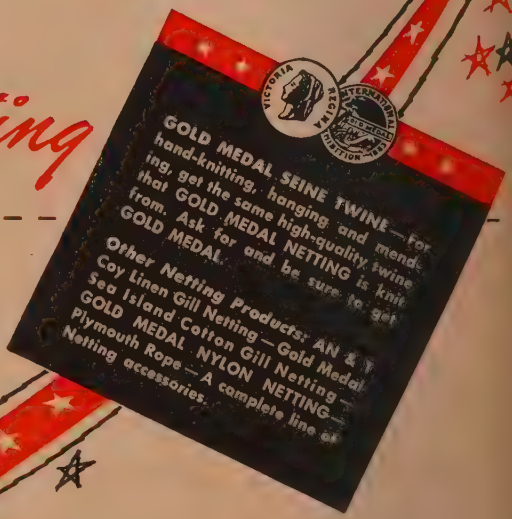
St.....

City.....Zone....State....

BUY AMERICAN

Gold Medal netting is made by American netting experts. Because there is a 111-year tradition of quality built into all Gold Medal netting, newcomers and oldtimers recognize it as the netting that lasts longer, fishes better and is the most economical in the end. For bigger catches, then, buy Gold Medal—the greatest name in netting.

Gold Medal Netting


GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that GOLD MEDAL NETTING is knit from. Ask for and be sure to get GOLD MEDAL.
Other Netting Products: AN & T Coy Linen Gill Netting—Gold Medal Sea Island Cotton Gill Netting—GOLD MEDAL NYLON NETTING—Plymouth Rope—A complete line of Netting accessories.

THE LINEN THREAD CO., INC.
116 New Montgomery St., San Francisco 5, Calif.
(Successors to American Net and Twine Company)

Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Pacific Fishing and Trading, Seattle • Tacoma Marine Supply Co., Tacoma • Harbor Marine Supply Co., Hoquiam • Cincotta Bros., San Francisco and Monterey • San Diego Marine Hardware, Inc., San Diego • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego • Cia Exportadora del Sur, S. A., Guaymas, Sonora, Mexico.

Canadian Representative: Western Leckie Limited, Vancouver, B. C.

Makers of Fine Netting for 110 Years

e is no fishery for dogfish. Herring
ermen in the Sound have reported
nendous schools of dogfish feeding
he herring.

Seamount Named for the Cobb"—
board of geographic names has
ially approved the name *Cobb*
mount for the 18 fathom peak
ch lies 270 miles west of Willapa,
shington. The Seamount was dis-
ered by the FWS vessel, *John N.*
b in 1950 during an albacore re-
ch program. The peak rises ap-
kimately 9000 feet from the sur-
nding sea bed. A coast and geo-
c survey boat and the University
Wash. Oceanographic vessel have
le trips to the Seamount during
past two years. During a trawl
vey in 1952, the *Cobb* made at-
pts to set a net on the edge of the
mount, but foul bottom tore up
gear. Large "red snappers" were
en on the Seamount with longline
1950. New charts of the region
show the *Cobb* Seamount.

BACORE FLEET CASUALTIES LTIPLY IN CALIFORNIA

The Southern California Albacore son's toll of damaged, lost or sunk- fishing boats counted a long list casualties as September began. In gust the Coast Guard cutter *Per-* s out of San Diego cruised 1800 es on 14 separate rescue missions. The new *Chuck-A-Lou,* built in Long Beach, has burned and sunk 24 miles southwest of Point Loma. Charles A. James, the boat's owner, and Fred M. James, were picked up by the fishing boat *Atun* and then taken on the *Perseus.*

About the same time the *Ace* burned and sank on the Baja California fishing grounds.

The *Perseus* succeeded in returning to port the crippled 42-foot *El Travador,* which was drifting 115 miles southwest of Guadalupe Island. Aboard were the skipper, George M. Amancio and two crewmen, Frank Gongoloz and Richard Romeriz.

Another Coast Guard vessel, the *Morris,* picked up and towed to San Pedro the *Mary Adaline,* which was adrift off San Miguel, one of the Channel Islands. For a time the *Sea Arrow* had engine trouble, but made it to San Diego under her own power.

Another rescue for the *Perseus* was that of the *Jesse M,* 44 miles southwest of the Coronado Islands. Officers on the *Perseus* said there were so many leaks in the hull they had to put two men and a pump aboard. The vessel was beached at Shelter Island in San Diego.

Eddie Qualin is skipper of the steel clipper **Sun Jason** which was recently purchased by San Diego's National Steel & Shipbuilding Corporation. He was formerly on the **Paramount.**

New Marettimo, Monterey purse seiner, **Joe Spadaro,** managing partner, received her annual overhaul at the Pacific Dry Dock & Repair Co.; Oakland.

WOOLSEY "VINELAST"

Prevents Fouling 4 Times Longer!

- Contains up to 4 times more copper oxide than ordinary bottom paints!
- Completely prevents attachment of barnacles and other marine growths up to 4 times longer!
- Noticeably increases speed through less hull friction—lowers fuel costs.
- Long-lasting, economical—for use on wood, plywood or metal bottoms.

C. A. WOOLSEY PAINT & COLOR CO. Inc.
229 East 42nd St., New York 17, N. Y.

PACIFIC COAST DISTRIBUTORS:

Chiles Boat Co.
11333 Atlantic Blvd., Lynwood, California
Oregon Marine Supply Company
235 S.W. First Avenue, Portland 4, Oregon
Pacific Marine Supply Company
1217-1223 Western Ave., Seattle, Washington
San Diego Marine Hardware
1502 Indian Street, San Diego, California
Weeks-Howe-Emerson Company
255 Mission St., San Francisco 5, California

CHRYSLER marine engines
Sold and Serviced by

THE NATIONAL SUPPLY COMPANY

IN THE PACIFIC NORTHWEST

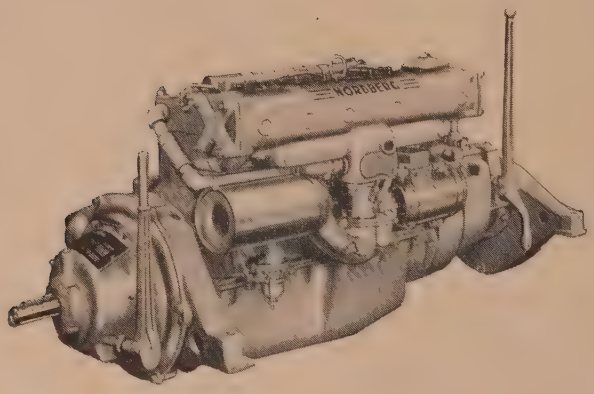
om Portland to Ketchikan, National Supply's Engine Division ocks genuine Chrysler Marine Engines and parts . . . and ovides modern service facilities for quick repair or complete erhaul.

When you're repowering, let us help you select engines best ited in HP and RPM ratings for your needs.

A complete line of Chrysler, Superior and Atlas engines are ailable at these sales and service points: Astoria, Ore., 131 venth St., P.O. Box 57; Halifax, Nova Scotia, Canada, Upper Water Street; Ketchikan, Alaska, 900 Water St., O. Box 2021; Portland 14, Ore., 237 S.E. Union Avenue; attle 99, Wash., Salmon Bay Terminal; Vancouver, B.C., nada, 1859 West Georgia Street.

ENGINE DIVISION
THE NATIONAL SUPPLY COMPANY
PLANT AND GENERAL SALES OFFICES: SPRINGFIELD, OHIO

You'll be money ahead with NORDBERG power



YOU fishermen know that your engines can mean the difference between profit and loss at the end of the fishing season. . . . More and more skippers are fishing with Nordberg Gasoline Marine Engines because they have found that these modern engines deliver economical, dependable power—*day in, day out.*

Nordberg Gasoline Marine Engines are built in six heavy-duty 6-cylinder models . . . the 145 hp *KNIGHT*—the 130 hp *TARPON*—the 110 hp *BULLET*— the 110 hp *MARLIN*—the 95 hp *ARROW*—and the 95 hp *BLUEFIN.*

Follow the example of fishermen everywhere . . . specify Nordberg power for new hulls or for repowering your present boat . . . *you'll be money ahead when you do.*

NORDBERG MFG. CO., Milwaukee 1, Wisconsin

NORDBERG
GASOLINE MARINE ENGINES

PF

NORDBERG MFG. CO., Milwaukee 1, Wisconsin
Please send literature on Nordberg gasoline marine engines.

Name .....

Address .....

City ..... Zone .... State .....

G1053F

INCREASE YOUR PROFITS

WITH THE

SURECHO

60 FATHOM DEPTH SOUNDER

NEW LOW PRICE

Registers to 60 fathoms or 360 feet. Compact . Rugged . . Accurate . . For safe, efficient naviga tion, and greater fishing profits. Write for catalog

K-W CORSAIR COMPASS

IDEAL FOR SMALL BOATS

OVER 13,000 IN USE

Built-in corrector system — Versatile mounting bracket
Special red lighting — Half point card also available

SEVERAL MODELS AVAILABLE

Manufactured by WILFRID O. WHITE & SONS, INC.
BOSTON 10, MASS.

WEST COAST DISTRIBUTORS

WASHINGTON and ALASKA: PACIFIC MARINE SUPPLY CO. 1223 Western Ave., Seattle
OREGON: OREGON MARINE SUPPLY CO., 235 S.W. 1st Ave., Portland
CALIFORNIA: WEEKS-HOWE-EMERSON, 255 Mission St., San Francisco 5—ETS-HOKIN & GALVAN, 551 Mission St., San Francisco—218 Avalon Blvd., Wilmington
NUTTALL-STYRIS CO., 825 Columbia St., San Diego
BRITISH COLUMBIA: EDWARD LIPSETT, LTD., 68 Water St., Vancouver

Canadian Fisherman Comments on —

International Waters, Fishery Rights, and Trade

DITOR'S NOTE—Following is e full text of a letter received om Elgin Neish, 2409 Currie oad, Oak Bay, British Columia, commenting upon references ade to the "international waters Dixon Entrance and Hecate rait" in a recent article in this urnal. We are indebted to Mr. eish for his interesting and mprehensive exposition of his ews on this matter of sovergnty and international waters.

s a Canadian commercial fisherı, I am writing you at this time orrect and protest the wording of article, "Pacific Pearl of Alaska," ied in your August, 1953, issue. ı two instances this article refers 'the international waters of Dixon rance and Hecate Strait."

would like to point out to the er of this article that the Canaı Government does not consider e waters as being international ers, but on the contrary the adian Government claims them as adian territorial waters: i.e., I te you from a letter received by self dated as recently as June 24, 3, under the signature of our pres- Federal Minister of Fisheries of ada, the Hon. James Sinclair, ch states in part: "In Dixon Ennce, however, we ran into the prob- of having failed to obtain United tes recognition to the position, ch the Canadian government has en since the beginning of the cen- y, that the waters of Dixon Ennce south of the A-B line between e Muzon and Portland Canal, are adian territorial waters . . .

Although the Canadian governnt has publicly maintained that the ters south of the line are Canan waters, we have since 1909 never orced our claims either for cusns or fisheries purposes against United States vessels. United States fishermen have accordingly been allowed to fish these waters for over half a century."

As you can see by the wording of the above two paragraphs the fishermen of United States are *being allowed* to fish these territorial waters of Canada, and it is just a case of the Canadian Government deciding the time to enforce Canadian rights to these waters.

I think this point even proves itself in this selfsame article where it on page 18: "Dixon Entrance, through which passes the boundary line between Alaska and British Columbia . . ."

Well, all you need to do is ask any person or judge of a high tribunal if a boundary line is agreed upon by two countries, and it is clearly marked, it stands to reason that what lies on one side belongs to one country and what lies on the other side belongs to the other country.

In the case of this A-B line I can refer you to numerous pages for reference in the Argument of the United States case before the Alaska Boundary Tribunal, where United States point out "The motives which actuated the parties were the advantages to be secured from controlling the rights of fishing and hunting and trade with the natives along the coast, and the question of territorial sovereignty was directed toward securing these rights and not merely dominion over an extent of land," excerpts from page 73.

If at this time, 1909, the United States maintained "This line must be established to protect the fisheries of this area from British encroachment further to the West and Northwest," it is only logical to assume that in the event of this case being tried by such a tribunal as the International Court at The Hague the United States could not very well reverse its position when it is laid down and accepted it at the Alaska Boundary Tribunal.

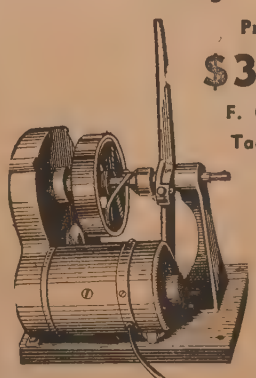
There is one other point I would like to raise on this issue of fisheries as it pertains to Alaska, and that is this: All the main salmon streams of Alaska Panhandle have their origin in British Columbia, and if United States is entitled to 50% of the Fraser River salmon (Sockeye) runs (which river lies entirely within Canadian borders) it should also hold that Canada should receive some portion of these salmon runs of these rivers such as Taku, Stikine and others which are for the most part Canadian rivers with the exception of their mouths, which empty into the inlets of the Alaska Panhandle.

Problems such as these will not be solved simply by making bald statements and I think it is high time that the United States fishermen of Alaska, Washington and Oregon and even California come to realize that there are commercial fishermen in the Canadian province of British Columbia who have their entire life's earnings tied up in fishing craft and who have no other trade to turn to; and before we see ourselves forced out of this industry we are going to demand action from our government, as we have seen too much of our fishing grounds taken over by the United States fishing vessels and at the same time find the United States markets closed down to our products.

There is such a thing as the last straw breaking the camel's back.

DITOR'S NOTE: Elgin "Scotty" Neish a well known British Columbia troller has for many years been prominent in affairs of the United Fishermen and ed Workers Union, representing the st coast of Vancouver Island. Recently has operated out of Bamfield, Tofino adjacent points. Closely allied with the -wing group in British Columbia's fishen's union, Neish went to Peking a few nths ago to attend a world peace conence.

METAL MARINE PILOT
for True-Course Automatic Steering



Price
$300
F. O. B.
Tacoma

Manufactured by
Wood Freeman
Fircrest PR. 2791
Tacoma, Wash.

For Fishing Boats

NO HOLDS BARRED

Thanks to

DIVERSOL

CLEANER • DEODORIZER • DISINFECTANT

Convenient Chlorine Crystals

It's easy . . . so easy to remove slime and fish odors from holds with Diversol! Simply flush, sprinkle, scrub and rinse! Diversol is fast, easy, safe, 100% effective! Convenient, 7 lb. jars. Easy, economical, more effective crystal form! Order today from your marine supply dealer! See for yourself the difference Diversol makes!

One for All **DIVERSOL**

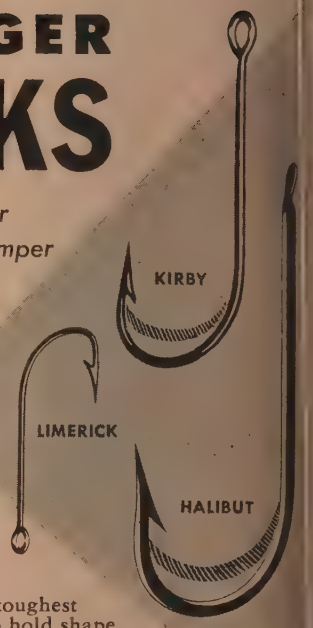
PRODUCT OF

THE DIVERSEY CORPORATION, *Chicago*

PFLUEGER HOOKS

- *Resist Rust Longer*
- *Uniformity of Temper*

752 Different Types and Sizes Regularly Stocked



You can depend upon Pflueger Hooks to give long service. They're made of the toughest steel, finely tempered to hold shape and finish. Made in U. S. A. by third generation of Pfluegers. Demand Pflueger hooks and you'll catch more fish.

THE ENTERPRISE MFG. CO., AKRON, OHIO

89 years making fine tackle

PFLUEGER MADE IN U. S. A.

(Pronounced "FLEW-GER")

SPECIAL PROTECTION

for FISHING INDUSTRY

FORTY-FIVE YEARS' experience serving the fishing and allied industries gives D. K. MacDonald & Co. specialized knowledge of the operations and risks in this field. We do not *sell* insurance. We *buy* it for you . . . insurance suited to your particular needs at lowest possible cost.

WORLD CONNECTIONS

MARINE INSURANCE

D.K.MACDONALD&CO

INSURANCE BROKERS

IN OUR 45TH YEAR

SEATTLE—Exchange Building—SE. 7900

PORTLAND—Portland Trust Bldg.—BE. 7395

NORTHERN CARGO HOIST

Sturdy

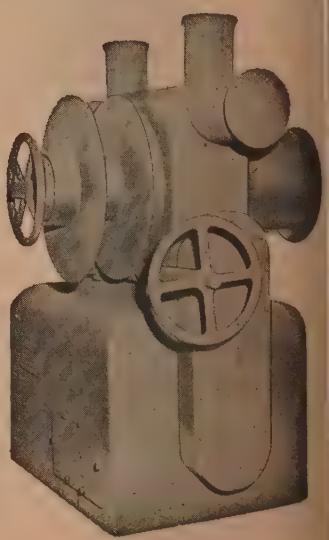
Light Weight

Compact

LOW IN PRICE

A.C. or D.C.

10 hp.



The Answer to Fishing and *Commercial Boat Operators* who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.

220-440 Volt A.C. or 115-230 Volt D.C. 10 hp. Motor —Bronze and Roller Bearings — 100% Galvanized Welded and Cast Steel Construction—Chain, Worm gear and Bearings bath oiled —Bronze Bushings pressure greased—Portable Operating Station on 20 ft. cord standard equipment.

TACOMA BOATBUILDING CO., INC.

DESIGNERS • BUILDERS

Wood and Steel Construction

Manufacturers and Designers of the "NORTHERN LINE" Auxiliary and Deck Equipment

132 Sitcum Waterway Market 8138 Tacoma 2, Wash.

ARNE STROM — HALDOR DAHL

LINES and LEADERS

e four principal figures in the recent appointment of the Pacific Marine pply Company as distributor for Mercury outboard motors for Wash- ton, Alaska, Northern Idaho and Western Montana, are pictured e. Seated, left to right: Armand A. Hauser, vice president in charge sales, Kiekhaefer Corporation, manufacturers of the Mercury motor; ward Cunningham, president, Pacific Marine Supply Company. nding, left to right: C. W. "Doc" Jones, new manager of the outboard tor department; and Robert D. Ladd, vice president and general manager, Pacific Marine Supply Company.

cific Marine Supply Wins rcury Outboard Distributorship

he announcement of the appointment he Pacific Marine Supply Company, Se- e, as distributors for the Mercury Out- rd Motor in Washington, Alaska, thern Idaho and Western Montana, ef- ive October 1, 1953, was made recently a joint statement by Edward Cunning- n, president of the Pacific Marine Sup- Company, and Armand A. Hauser, vice sident in charge of sales of the Kiek- fer Corporation, manufacturers of the rcury engines.

The Pacific Marine Supply Company been one of the pioneers in the out- rd motor business," Mr. Cunningham d, "and we are proud to be selected as new distributor for Mercury Out- rds." Mr. Cunningham stated that it always been the policy of the company keep ahead of the changing require- nts of the marine industry and that felt this policy was being carried out the company takes over what he be- ves to be the finest outboard motor ever oduced.

ncluded in the announcement was the t that C. W. "Doc" Jones and J. P. nes, who were the local Mercury dis- butors, will join the staff of the Pacific rine Supply Company. "Doc" Jones, as is affectionately known by marine deal- s and outboard enthusiasts all over the cific Northwest, will take over the man- ement of the company's outboard en- ne department. Under the new distribu- re set-up the company will continue to er complete sales, parts and service fa- ities for their dealers with a staff of rcury experts to take care of the re- irements of the Pacific Northwest's ma- ne industry.

"The anouncement of the new Mercury stributor is one of importance to every outboard owner and dealer," Mr. Hauser said, "We are happy to have such a fine sales and service organization represent Mercury in this territory."

"Mercury outboards are among the most popular motors currently on the American market and have made outstanding records for performance and durability," Hauser continued, "Any gathering of outboarders anywhere brings together Mercury's greatest group of boosters. We look forward to continuing increases in sales of Mercury motors under the new arrangement with the Pacific Marine Supply Company."

Pacific Boat Operator Reports Remarkable Liner Experience

J. L. Hendrix, port engineer of the Connolly-Pacific Co., marine construction contractors of Long Beach, Calif., is widely known among fishermen of the Los Angeles Harbor area. The company operates tugs and work boats in areas frequented by fishermen, and Hendrix is responsible for them.

Recently Mr. Hendrix wrote a letter to John N. Bergh, who represents Sudbury Laboratory at Long Beach, regarding his company's experience with Sudbury "Aqua-Clear" and its feeder on one of their tugs.

In his letter Mr. Hendrix says:

"An Aqua-Clear feeder was installed on the eight-cylinder 350-hp. Superior diesel engine aboard the tug **Despatch No. 2** on Oct. 15, 1952.

"As you know, the engine was completely saltwater cooled and operates at a temperature of 110 degrees. Despite the usual zinc plates, before installing the Aqua-Clear system we were forced to replace, on the average, one liner every two months because of electrolytic action.

"Last week, after almost nine months of operation, the block and heads were carefully inspected. During this period the operating temperature had been increased to between 140 and 160 degrees. We were surprised to find everything clean. There was not a trace of rust or salting down; but best of all, there was no evidence of electrolysis. Under the former procedure, we would have had to replace four liners in this time. Needless to say, we were well pleased with the results achieved with the Aqua-Clear feeder and can recommend it for all engines which are salt water cooled."

Hart & Burns Announce Advances for Personnel

L. A. Hart, president of Hart & Burns, Inc., Riverside, Calif., manufacturers of specialized marine finishes, recently announced appointment of Robert G. Landry as secretary of the company, which he has been serving as assistant to the president.

Two officials from Waltham, Mass., home office of the Raytheon Manufacturing Co., pay a visit to the Wilmington, Calif., district office. Left, James J. Tynan, sales manager; Walter Grove, service engineer at Wilmington; Thomas J. Kelly, service manager from Waltham; and J. Leonard Lovett, Southern California district manager.

★ SELLING & BUYING ★

10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: Sardine purse seine net 200 fathoms long, 4½ strips deep. Excellent condition. Price $3000. Write or phone Kimberly 2-4365. Carl Krauchi, 530 N. Artesia St., Santa Ana, Calif.

FOR SALE: Schooner Havana, length 73', beam 19', 135 Washington. Galley on deck. New direction finder, radiotelephone, Freeman mike, Bendix depth recorder, Loran. Fully equipped for halibut fishing, otter trawling and tuna trolling. K. Hartvigson, 7757 22nd N. W., Seattle, Wash. DExter 5999.

FOR SALE: 21 lb. Northill and 18 lb. Danforth Anchors. Unused. Packed in original boxes. $18 each, freight paid. Phone: Nevada 6-2475. Co-Operative Pipe & Steel Co., 16800 South Alameda St., Compton 1, Calif.

OUTBOARD PARTS BARGAINS. Large stock new parts for PO Johnson. New and used for many makes prior to 1946. Closing out. Write for list. Holmers, 13503 Lakewood, Paramount, Calif.

FOR SALE: Campbell-House Shipyard and dwelling. Inquire P. O. Box 170. Wrantell, Alaska.

FOR SALE: Mary Eleanor II 48'10"x15½' seiner 165 hp GM. Seine 3½ strips 300 fathoms, 4¼ mesh. Power skiff 9¼' sharp freeze 6¼' refrigerator 40w. Northern radiotelephone, Ekolite depth sounder, iron mike, new mast, boom, rigging. 32 V. gas charger, anchor winch 80 fathoms galvanized new cable 5/8s chain. Complete $45,000. Deliver Seattle November. E. C. Hudson, Matlakatala, Alaska.

"IMPORTANT TO FISHERMEN—PARTS FOR WASHINGTON DIESELS ARE ALWAYS AVAILABLE"

WASHINGTON IRON WORKS Since 1882

WASHINGTON DIESEL

DIESEL PARTS

FOR—GM & GRAY MARINE SERIES 71

5192923—Eng. O'haul gskt. kit.....$11.75
5192860—Ring Set Std. (Chrome)..... 3.49
5171520—Cylinder liner..... 9.95
5171524—Piston assy..... 8.95

Send for complete Parts List #353

RODER-BLACKBURN INTERNATIONAL CORPORATION
Dept. PF6, 149 Broadway New York 6

FORCED SALE

52' x 13' 6" LYNN, powered GM 6-71 diesel, ready to fish albacore or halibut. Five years old. $17,500.

DAN BOHNE & SON
350 Jefferson St. San Francisco, Calif.

In Southern California
NORDBERG GAS ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

LAST CHANCE!
They're Getting Scarce!
Surplus Graymarine (GM) 6-71 diesel engines. Reconditioned, modernized, with wide range of reduction ratios. Fully guaranteed.
COMPLETE STOCK OF PARTS
HALL-YOUNG CO.
366 Jefferson St., San Francisco
Fishermen's Wharf
Phone: PRospect 6-5520

SEASIDE SUPPLY STORES, INC.
Complete Stock of Commercial Fishing Supplies
ADAMS NETTING
Make our store your Headquarters in SAN PEDRO
803 S. Palos Verdes TE. 2-7297
SAN PEDRO, CALIF.

FORSTER SHIP BUILDING CO., INC.
SHIP BUILDERS—ENGINEERS
MARINE WAYS—REPAIRS
Foot of Ferry St. Terminal Island
Phone TE 2-4527

COMMERCIAL FISHERMEN
In Mexican-Central American Waters
PACIFIC TOWBOAT & SALVAGE CO.
Offers Standby Salvage and Towing Service
Pier "C", Berth 20 Long Beach 70-6487
Long Beach 2, Calif. Cable Address: PACTOW
"KANAK"—WA 6710

GM GENERAL MOTORS DIESEL POWER
General Motors INSTALLATIONS
SALES - SERVICE
SHORE LINE DIESEL MAINTENANCE
Pier 47, Ft. of Jones St., San Francisco
Phone: Graystone 4-2873

DOC FREEMAN'S
MARINE ENGINES EQUIPMENT HARDWARE
Surplus Chryslers—$550 to $1000.00. Special—Chrysler 4½-1 $700.00. GM Diesel Starters 12V $50, 32V $100. Chrysler Engine Parts—Light Plants—Conversion Parts—Jeep, Ford, Others.
999 Northlake Ave. EV 1500 Seattle

LIVE AND SALTED BAIT
24 HOUR SERVICE
BROCK'S BAIT BARGE
Inside Ballast Point, SAN DIEGO

DOUBLE-SEAL PISTON RINGS ALL SIZES
MATHERS ENGINE CONTROLS A MODEL FOR EVERY JOB
MATHERS SUPPLY CO.
4826 EAST 43d · PLAZA 8999 SEATTLE 5, WASHINGTON

A name fishermen have trusted for more than 30 years
AL LARSON BOAT SHOP
General Machine Repair Work
Boat Builders
Terminal Island, Calif. TE 2-4521

FELLOWS AND STEWART, INC.
Since 1896
STERLING AND KERMATH ENGINES and parts
BENDIX DEPTH RECORDERS—AUTOMATIC PILOTS
PROPELLERS Most sizes up to 40" in stock
FOR SALES AND PARTS call TE-33527
BERTH 206 TERMINAL ISLAND, CALIF.

THE FISHERMAN'S YARD
24-HOUR SERVICE • REPAIRS
1000-Ton Drydock • Marine Railways • Complete Shops
HARBOR BOAT BUILDING CO.
Fish Harbor — Terminal Island, California

In Southern California
CHRIS-CRAFT MARINE ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

SAN PEDRO SEINE SETS

VO former San Pedro fishermen opened seafood restaurants re- ly on re-built Redondo Beach pier, *Trutanich* and *Paul Markinko- Joe Riera*, also of San Pedro, had a seafood restaurant on the anade of Redondo Beach for e years . . . Fisherman *Rosario upoli* was married in August to a Rose Manino . . . *Antoinette vich*, an employee of Star-Kist is, Inc., where she met her fiance, ntly announced her engagement *oris Anthony Roje* of San Pedro The Fisherman's Co-op auxiliary resumed its regular activities r a summer vacation and its first was the sale of Fishermen's ta seals.

ISHERMAN'S COOPERATIVE, Pedro, is making some experi- tal applications of nylon netting The Co-op has also announced it is forming a committee com- d of engineers who are partners essels which are members of the perative . . . All San Pedro boats, intending to fish anchovies must lay their Fish and Game num- s in letters 14 inches high . . . ious San Pedro fishing boats con- uted to a fund for the San Pedro Stars World Series traveling ex- ses . . . Porter Bros., Port Hue- ne, are reported to have bought *nny Zankich's* purse seiner, *Vit- a.*

EABRIGHT has been equipped n a 2-cylinder Model 2300 General ors diesel auxiliary to operate the igeration system, reports *Gordon hnik*, manager of Crofton Diesel gine Co. . . . Another GM instal- on is that of an auxiliary, 2061-A, the *Valencia*, now fishing Alba- e . . . Seaside Supply Store, San lro, outfitted the re-built *Western pper*, fishing with the big bait boat *Lark*, with Adams tuna netting ore she left in July for southern a fishing grounds . . . the *Leona* delivered one of the largest loads Albacore this season, 28 tons, un- ded at the Star-Kist cannery on Terminal Island. The fish, averaging almost 40 pounds apiece, were caught in 17 days in waters west of Guadalupe. The boat is skippered by Dick Francis.

NEW MEMBERS of the California Commercial Fisherman's Assn., Terminal Island include the *Radar, Catherine* and Bill Wagner's *Emmy Lou.* Also the bait hauler, *Sunshine II*, owned by Bill Rice . . . There are a number of halibut schooners fishing Albacore, by jig, out of San Pedro this season . . . Miss Joanne Bezich, assistant manager of Gilbert C. Van Camp's Insurance agency, San Pedro, has been appointed to the San Pedro social service commission.

Evans Engine & Equipment Company reports that they have installed a new General Motors 4-71 diesel in Olaf Ness' troller **E.H.** This is one of the first installations of the new model GM diesels.

FOR SALE
by
BENDIX AVIATION CORP.
Pacific Division

ONE ONLY MODEL 1302T

RAYTHEON
PATHFINDER, JR.
RADAR

Less than 200 hours on Bendix test boat, this latest model Raytheon cost $5650. will sell for

$4000
Freight Prepaid

Write or wire Marine Dept.

BENDIX AVIATION CORP.
PACIFIC DIVISION

ADVERTISING INDEX

Albina Engine & Machine Works....40
American Manufacturing Co....37
American Marine Paint Co....33

Bendix Aviation Corp....30, 51
Bohne & Son, Dan....50
Brock's Bait Boats....50
Bryant's Marina....51

California Cotton Mills....52
Coventry Victor Engines....51

Diversey Corp....48

Electromatic Sales & Service....29
Enterprise Eng. & Machinery Co....35
Enterprise Mfg. Co....48

Fellows & Stewart, Inc....50
Forster Shipbuilding Co....50
Freeman, Doc....50
Freeman, Wood....47
Fremont Electric Co....27

General Motors Corp....41
Glass Fiber & Plastics Supply Inc....42

Hall-Young Co....50
Harbor Boatbuilding Co....50
Hart & Burns, Inc....29
Heminway & Bartlett Mfg. Co....26

Larson Boat Shop, Al....50
Linen Thread Co., Inc....44

MacDonald & Co., D. K....48
Marine Constr. & Design Co....33
Mathers Supply Co....50
McKinney Co., H. G....50
Metal Marine Pilot....47
Murphy Diesel Co....28

National Supply Co....45
N C Marine....27
Nordberg Mfg. Co....46
Nordby Supply Co....40

Pacific Marine Supply Co....38, 39
Pacific Towboat & Salvage Co....50

Roder-Blackburn Corp....50
Rudd & Cummings....51

Seaside Supply Stores....50
Shore Line Diesel Maintenance....50
Sperry Gyroscope Co....42
Standard Oil Co....36
Sudbury Laboratory....45

Tacoma Boatbuilding Co....48
Thompson Engr. Co....51

Union Oil Co....32

Washington Iron Works....50
White & Sons, Wilfrid O....46
Woolsey Paint & Color Co....45

CHRIS-CRAFT ENGINES
MICHIGAN WHEELS
APELCO
DIRECTION FINDERS

BRYANT'S
Marina

1117 E. NORTHLAKE ME 0090
SEATTLE

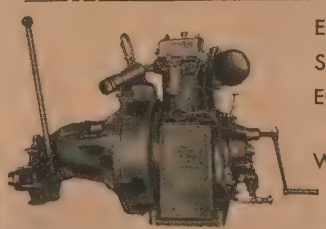
Continually On Guard

CUPROLIGNUM prevents rot in nets, boat timbers, rope, etc. By treating your nets and equipment with CUPROLIGNUM, you prevent rot. CUPROLIGNUM has been used with outstanding success in the fishing industry for many years. Use CUPROLIGNUM—make SURE your net will hold!

CUPROLIGNUM
RUDD & CUMMINGS

1608 - 15th Ave. W. Seattle 99

COVENTRY VICTOR MARINE DIESEL ENGINE



EASY COLD STARTING
SMOOTH RUNNING
ECONOMICAL—
COMPACT
WORKING PARTS
TOTALLY ENCLOSED

Fully Epicyclic Gear Box—2:1 Reduction
7 h.p. - 358 lbs. 9 h.p. 378 lbs. 12 h.p. - 408 lbs.

Complete Information on Request

COVENTRY VICTOR ENGINES • BOX 106 • GARDENA, CALIF.

HE INSISTS ON Cal-cot FISHING ROPE . . . SAYS IT HAS THAT STRONG, EVEN LAY, NEVER KINKS WHEN WET!
DOES HE KNOW THAT Cal-cot SEINE TWINE HAS MORE STRENGTH IN EVERY FOOT, MORE FEET IN EVERY POUND?

REMEMBER *Cal-cot* MEANS CALIFORNIA COTTON MILLS

ASK FOR *Cal-cot* SEINE TWINE AND FISHING ROPE BY NAME

CALIFORNIA COTTON Cal-cot SOFT — GREEN LABEL

CALIFORNIA COTTON Cal-cot MEDIUM — BLUE LABEL

CALIFORNIA COTTON MILLS Cal-cot HARD — RED LABEL

Cal-cot

SEINE TWINE and FISHING ROPE

Manufactured by—**CALIFORNIA COTTON MILLS, Division of National Automotive Fibres Inc., Oakland, California • Uniontown, Alabama**

ASTORIA—Beebe Company, 587 Bond St.

PORTLAND—Beebe Company, 504 S. W. First Ave.

SAN DIEGO—C. J. Hendry Co. 930 State Street • 2904 Canon Street

SAN FRANCISCO—C. J. Hendry Co. 27 Main Street • 496 Jefferson Street

SAN PEDRO—C. J. Hendry Co. 111-121 S. Front Street 764 Tuna Street

SEATTLE—Fisheries Supply Co., Pier 55 Fisheries Supply Co., 2412 Market

VANCOUVER, B. C.
Canada Net and Twine Ltd., 808 Powell Street
Western Marine Supply Ltd., 558 Powell Street

JAPANESE TUNA TRENDS

By W. M. CHAPMAN

Director of Research, American Tunaboat Association

ır-fifths to five-sixths of the Jap- Albacore catch comes in the six months of the year. This year catch during that period was y 30% lower than that of last (39,0000 tons against 53,000 . The big drop was in the sum- fishery of May, June and July. normal workings of the law of y and demand sent the ex-vessel skyrocketing in Japan. The ide price in the United States to between $415 and $430 per

is resulted in a spirited price between the Japanese exporters the Japanese canners. The Jap- canners sould not, and did not, nough Albacore to fill their wants ıse they eventually came to the s of their ability to raise their material cost and show a profit ıe American market, while the n tuna exporters kept right on ıg. Although the Japanese can- have been demanding from the nese government an export quota 500,000 cases they had actually ıp less than 900,000 cases when ılbacore season ended.

ners Seek Control

e canners, in retaliation, intro- l legislation in the Diet which l prevent the shipment of any n tuna to America until over ,000 cases had been packed in n. The bill was subsequently red down to simply place the e matter under the control of the nese government with priority given to export or processed ıcts. Although the Japanese can- are generally conceded to be the gest element politically in the nese tuna industry, they were le to muster the strength to get egislation through the Diet be- the session ended in mid-August. sort of legislation along this s intended for pushing next ses-

e political tussle which came up uickly and flared so high points moral: Japan can perfectly con- the form in which her tuna ıes the United States by internal legislation. If we West Coast people continue to build our increasing market on Japanese produced raw material we will awake one day to find that a law passed in the Japanese Diet has taken this source of raw material away from our West Coast canners and by doing so has shifted control of the American canned tuna market to the Japanese tuna canner.

Skipjack Fishery Vast

Skipjack is the big volume tuna in Japan, a catch of 110,000,000 tons for the year being considered normal. Historically the bulk of Skipjack has been consumed as an exceedingly dry smoked product the color and consistency of mahogany, called Katsuobushi. Three factors are affecting this normal pattern of use this year: (1) The high price of Yellowfin, Big-eye and Bluefin has driven more than usual amounts of Skipjack into the raw fish, or sashimi, market. (2) In the past few years a half smoked product, called Namaribushi, which is about the consistency of ordinary hard smoked fish in the United States has been developing big favor in the Japanese market. This now takes a little more Skipjack even than the real Katsuobushi. Since the Katsuobushi can be kept at home or in warehouse for four or five years without deterioration, whereas the Namaribushi can only be kept a few months the advent of this newer product detracts from the stability of the market for Skipjack and makes its price fluctuate more in accordance with the seasonal volume of landings. (3) Thirty percent or more of the Skipjack is normally taken in September, October and November. In the past three or four years an immense new fishery (250,000 tons or more per year) has developed for saury during these same, and latter months. The same boats used for Skipjack fishing are used for saury fishing. The new fishery therefore detracts volume from the late season Skipjack fishery.

The interaction of these and other trends have, at least until August of this year, kept the ex-vessel price of Skipjack so high in Japan as to be out of reach of both the frozen tuna exporters and the Japanese canners who were packing for the United States market. For instance, frozen Skipjack in August of this year could not be delivered in the United States for less than $370 per ton as against offerings at $210 last year, and a U.S. price of $280. While this is subject to rapid changes with increased landings, that was the picture in July and August.

Fresh Tuna Prices High

The big money in the Japanese tuna industry at present is long-lining Yellowfin, Big-eye and Bluefin for the Japanese domestic market. All of this fish is brought in chilled and all that is suitable is consumed as raw fish sashimi. The prices are phenomenal. I saw one lot of large Big-eye sold from the vessel gilled and gutted for $1200 per ton. The spread of price is very large. I should judge that three-fourths of Yellowfin during July and August were selling ex-vessel at $260 to $480 per ton, depending on quality. This price put the fish well beyond the buying ability of exporters to the United States, either of frozen or canned tuna.

Motherships Fish for U. S.

The exception to these prices is the product of the motherships. These deliver frozen tuna which is not acceptable to the raw fish market. They fish solely for the American market and their prices are governed by the market here. They will not bring in, altogether, more than 4000 tons of exportable quality tuna in a year. There seems to be no surge of interest toward mothership tuna production. Of the three now in use, the biggest one has its primary use as a mothership in the Antarctic whaling industry and is used for tuna only in the off season for whale, the next biggest really wants to get into the salmon and crab fishery as soon as he can get a license, and the third is a small operation generally conceded to be uneconomical. A fourth, now operating in salmon and crab, intends an off season trip for tuna. But mothership production of exportable tuna is not a big volume business and shows no present indication of becoming such.

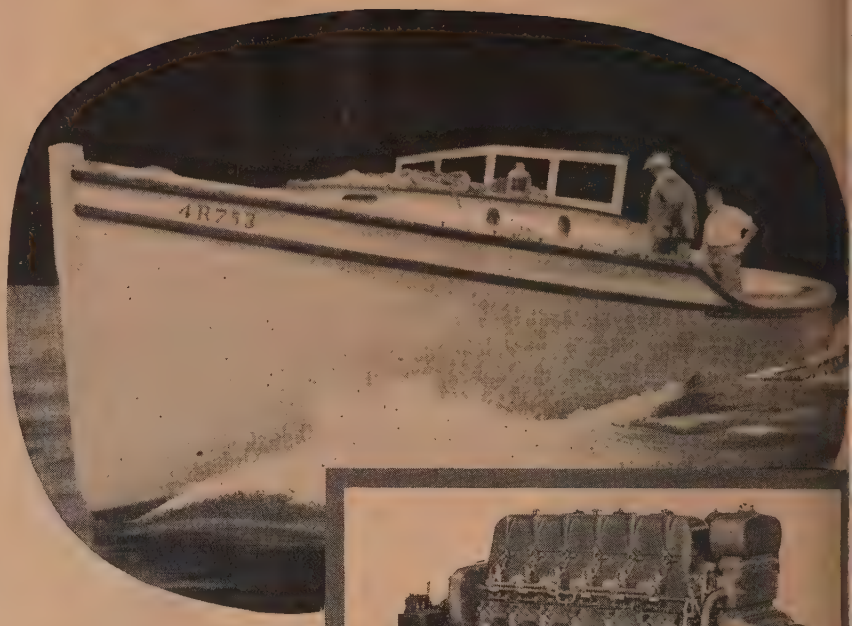
The big swing is to vessels 320 to 350 gross ton in size which are ice boats fishing by long line for the raw fish market. These are beautiful and well constructed ships of long range that are now fishing in the Indian Ocean off Northwest Australia, the Solomon Islands and Coral Sea, eastward of the Gilberts and Marshalls, and at all places in between where tuna are found in commercial quantities. These are about the size of our

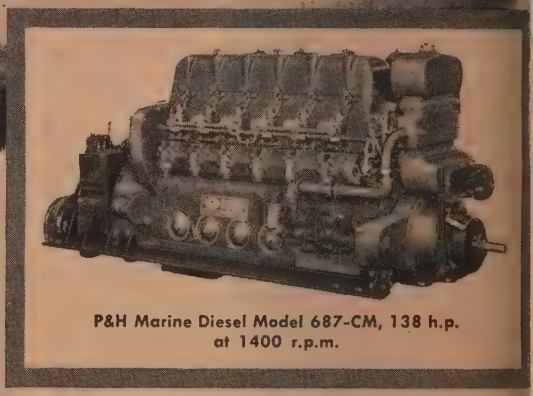
TOR'S NOTE: Dr. Chapman is wide- own to readers of this journal, and ghout the fisheries of the United . He spent some time in Japan this er, studying the situation in the tuna try there. This article gives some of cts he gathered and the impressions produced.

"three years of hard fishing... never any trouble!"

since repowering with

P&H MARINE DIESEL 2-cycle





P&H Marine Diesel Model 687-CM, 138 h.p. at 1400 r.p.m.

Those are the exact words of Captain Thomas Mason, well-known fisherman of Winthrop, Massachusetts. You know he's well pleased with the performance and profit delivered by the P&H Diesel Engine powering his fishing boat, "Novie," when he says:

> "I have had a 6-cylinder P&H Diesel Engine in my boat for the past three years in the hardest kind of fishing, dragging and seining, and it gives me real service; never any trouble. I recommend P&H Diesels to all fishermen."

Hard work, like that Captain Mason reports, will never phase *this* diesel. Into its advanced 2-cycle design went all of P&H's long experience in the application of power to the toughest diesel service known!

Add up what this more modern design means to you . . . and you'll see why fishermen everywhere are choosing P&H Marine Diesels. Here's finer performance in every way from an ease of starting that's tops in diesels — to unusual smoothness at all speeds. Here, too, is operating efficiency that pays off in remarkable fuel savings.

All this plus far greater simplicity. No trick to understand and maintain a P&H Diesel. You can replace a complete cylinder head assembly in only 40 minutes . . . and do it alone, anywhere. You don't disturb engine mountings or even drop the pan.

You should have all the facts on P&H Diesels. Models from 20 to 138 horsepower, 2, 3, 4, and 6 cylinders. See your P&H representative, or write us.

20% FEWER PARTS . . .

With a P&H Marine Diesel, there is much service work you will never have, because there are as many as 20% fewer parts than in other engines. This not only cuts down on service time but saves you money in parts costs, as well.

P&H DIESEL DIVISION

HARNISCHFEGER CORPORATION

CRYSTAL LAKE, ILLINOIS

ENGINE SALES & SERVICE
Los Angeles, Calif.

•

MARINE & INDUSTRIAL POWER, INC.
San Diego, Calif.

•

PARKER DIESEL ENGINEERING CO
Oakland, Calif.

boats. Thirty-four of these fine
els have been constructed and put
operation in the past 18 months,
ıg which time no new construc-
has been begun in America. An-
r five or six are on order.

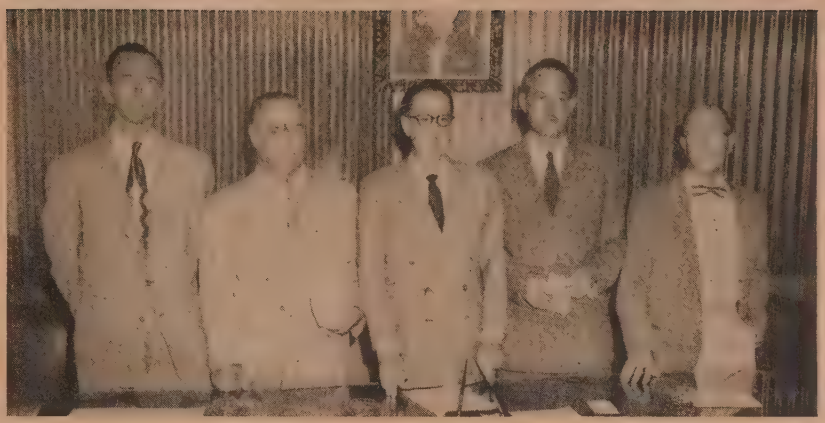
Agreement with U. S.

iis new class of vessel does not
iis time affect the American in-
ry in any manner, since they fish
ısively for the Japanese market.
their record of operation is one
h the American industry can well
an eye on. No one knows how
or thin the raw tuna market is
Japan. Obviously in its higher
hes it is quite thin. Should the
ent high prices for Yellowfin, Big-
and Bluefin be broken by the
uct of this big new class of ves-
their product will come tumbling
the American market as soon as
price is right. Their volume of
uct, unlike that of motherships,
rge and could really hurt. 70,000
00,000 tons of Yellowfin, Big-eye
Bluefin together can be landed
apan in a year with present pro-
ive units.

ıe upshot of all this is that after
e hectic years of depressed and
uating tuna markets in America
emporary lull has come during
:h the tuna fleets and the markets
apan and the United States are
in reasonable reach of a balance.
se past three years have given the
erican industry a sound flogging
the Japanese themselves have
fared as well as they would like
his tumultuous market. The Jap-
ıe government appears to share
concern and desire of the Jap-
ıe industry. There seems to be a
ı fide desire on all sides in Japan
se this period of lull to work out
ıgreement between the Japanese
American governments which
be mutually agreeable to the two
stries and remove this source of
ion between Japan and the west
t of the United States. Whether
United States government has
such desire remains to be seen.
le the elements of a satisfactory
tion of these vexing tuna prob-
seems to be availble it will take
esmanship of a high order to put
n together in a workable plan.
next six months should tell
ther or not this can be done.

n-Ra Co. Dissolved

in-Ra Fisheries, Inc., for some
s operator of a small floating
ıery in the Herenden Bay and
shik districts, was in process of
olution the first of September, fol-
ng a fire early in August which
lly destroyed its plant except for
w items of equipment. The com-
y's assets are being taken over by
L. G. Wingard Packing Co.
orris Rafn, one of the founders
ıe enterprise, is said to have gone
the mining business in the Fair-
ks district.



Pedro Pinson, center, head of a big shrimp freezer at Mazatlan, Sin., was elected president of the Shrimp Association of the Americas, at the 1953 third annual convention held at Mexico City. Other officers, left to right: J. R. Clegg, Brownsville, Tex., treasurer; Carlton Crawford, Palacios, Texas, retiring president; Sn. Pinson; Hector Ferreira, Guaymas, Son., secretary; Harry Sahlman, Fernandina Beach, Fla., vice-president.

Pacific Shrimp Men Lead International Association

Pedro Pinson, head of Refrigeradora del Noroeste, S.A., Mazatlan, Sin., Mex., was elected president of the Shrimp Association of the Americas at its third annual meeting, Mexico City this summer. Hector Ferreira, administrator-director, Pesquera E Industrializadora de Guaymas, S.A., Guaymas, Son., was re-elected secretary.

Shrimp freezer operators of Mexico's west coast elected to the board included, Arturo de Cima and Isaac Coppel, Mazatlan; Ramon Diaz Perez, Hernando de Cima, Guaymas; Victor Pierre Mussio, Santa Rosalia, Baja California; and Jose G. Gutierrez, Topolobampo, Sin.

Shrimp producers from Mexico and the U. S., largely from Florida and Texas attended the two-day meetings, held at Camara Nacional de la Industra Pesquera, Mexican fishing industry's national association.

Southeastern Fisheries Association's shrimp section officially joined the S.A.O.T.A. The Navy secretary of Mexico, Gen. Sanchez Toboada welcomed the shrimp people and urged members from both countries to work closely together.

Alfred Rados Dies

Alfred Rados, works manager of Harbor Boat Building Co., the "fisherman's yard" of Terminal Island, which has long been in the hands of the Rados family, died late in August at the Seaside Memorial Hospital, Long Beach. He was 43 and had been ill of leukemia for some time.

He leaves his wife, Martha, two daughters, and his three brothers, John, Myles and Jim, all of San Pedro and all associated in the Terminal Island boat yard.

Another Shrimp Bed Found Along California Coast

Another important shrimp bed off the southern California coast, which is expected to add production to the State's newest fishery, has been discovered by marine biologists of the Department of Fish and Game. Located about 10 miles off Pt. Sal, near Santa Maria, it is thought the newly discovered bed may be an extension of the Morro Bay bed, some miles to the north.

The California ocean shrimp fishery, which only started in 1949, last year processed some 206,000 lbs. of the sea food delicacy. Shrimp processing plants are now in operation at Eureka, Bodega Bay, and Morro Bay.

Shrimp to date have been located off Morro Bay, Bodega Bay, Eureka, and between Crescent City and the Oregon border.

Tuna Council Formed

The Southern California tuna industry has formed a new organization, known as the Tuna Council of the Americas, composed of representatives from the various canneries, the American Tunaboat Assn., San Diego, and the Fisherman's Cooperative Assn., San Pedro.

The purpose of the group, it is stated, is to conduct all matters affecting relations with Latin American nations involving the tuna fishery, as a group, rather than as individual organizations.

Rod Barnes, office manager, Consolidated Fisheries, Inc., San Francisco, was passing the cigars the other day, the occasion being the arrival of the Barnes' first born—a daughter, Linda Kathryn.

The steel purse seiner **Neptune**, owned for a number of years by Hovden Food Products Co., Monterey, has been sold to Wm. H. Ross & Associates, San Francisco.

ADAMS' BEST makes good fishing much better!

When you find a new fishing ground and the fish are literally seething below, that is the time when ADAMS' BEST NETTING makes for larger profits. ADAMS' BEST NETTING is expertly made of the finest raw materials, with even meshes, held in place by knots that securely hold the heavy loads of a successful haul. ALL ADAMS' BEST NETTING is thoroughly inspected to be sure they are tops in quality, durability and made to meet the particular requirements of your operation.

ADAMS' dealers who sell you this netting are selected because of their outstanding service records with commercial fishermen, and facilities for supplying the finest quality fishing gear. Visit them soon and enjoy greater profits and better fishing with ADAMS' BEST NETTING.

ADAMS Nets · Twine

PACIFIC COAST DEALERS

SEATTLE MARINE & FISHING SUPPLY CO., Seattle, Wash.
Englund Marine Supply Co., Newport and Astoria, Ore.
A. D'Acquisto & Sons, Monterey, Calif.
Angelo D'Acquisto, San Francisco, Calif.
SEASIDE SUPPLY STORES, INC., San Pedro, Calif.
COAST EQUIPMENT COMPANY, San Diego, Calif.

ADAMS NET & TWINE COMPANY 701-3 N. SECOND ST. • ST. LOUIS, MO.

cers of the Pacific Coast Oyster Growers Association and four guests at the annual meeting in South d. Standing, from the left: W. Arnold Waring, Anton Sorensen, E. N. Steele, George Esveldt, R. N. Steele, th Marsten, A. L. Feather, Dr. G. Ivor Jones and Dr. R. W. Clough, guests; John L. Wiegardt. Seated, from left: Dr. C. R. Elsey, Ivan Holm, R. H. Bailey, Malcolm B. Edwards, president; Charles R. Pollock, secretary; Glen DeHaven, Stanley C. Gilies.—Northwest Airlines Photo.

ality Control Cutting ıtures Oyster Meeting

ıtting and critical judging of more ı 100 sample cans of oysters and er products featured the annual ting of the Pacific Coast Oyster wers Association at South Bend, sh., late in August. The quality rol cutting was in charge of Dr. W. Clough of the Northwest nch, National Canners Associa-

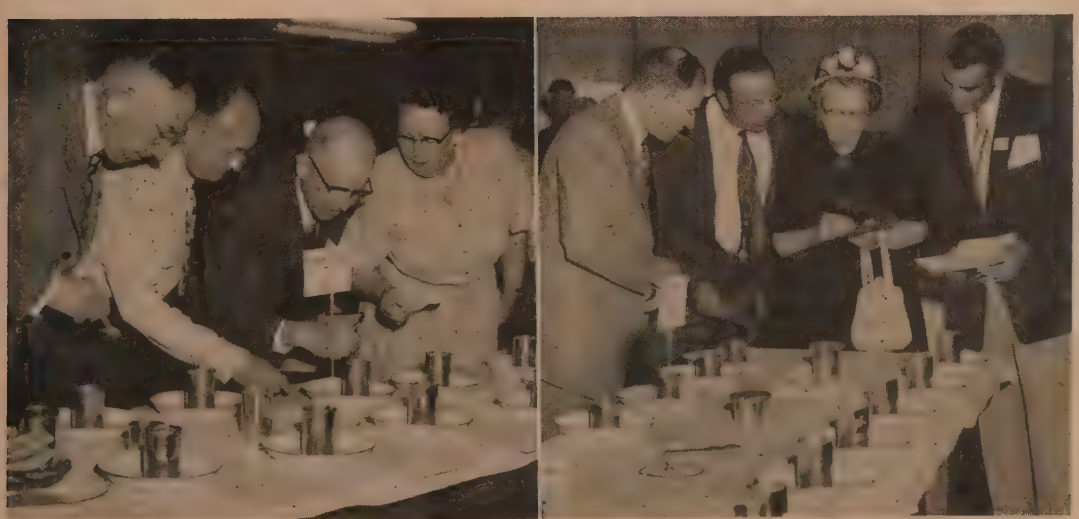
Ialcom B. Edwards was re-elected president of the association, and R. N. Steele of the Rock Point Oyster Co., Blanchard, Wash., was chosen vice president. Mr. Steele is the son of E. N. Steele, "father" of the business founded on the Pacific Oyster, who himself was re-elected a director. Other directors retained for new terms included W. Arnold Waring of the Haines Oyster Co., Seattle, and Ivan Holm of Naselle. B. L. Taylor, sales manager of the Olympia Oyster Co., Shelton, was elected a new director.

Charles R. Pollock was re-elected secretary of the association.

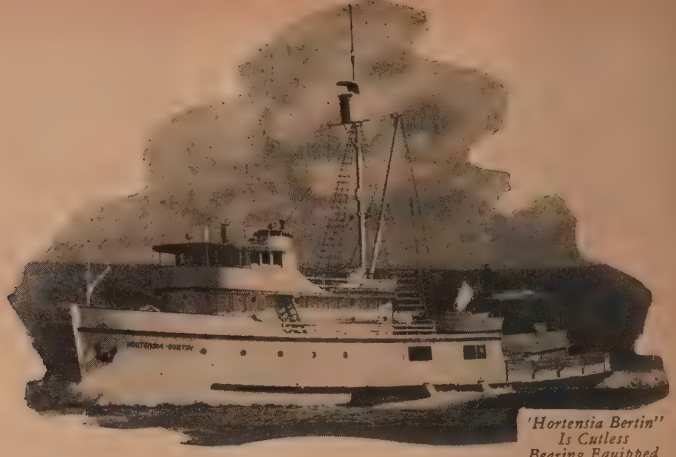
Former Football Coach Joins Coast Oyster Co.

Reg Root, who once was football coach at Yale, and who served as assistant coach at the University of Washington under Howard Odell, in July was announced as assistant to president of the Coast Oyster Co., Ward C. Kumm, Seattle lawyer.

Two of the judging teams at the first Pacific Oyster Cutting, held at South Bend at the annual meeting of the Pacific Coast Oyster Growers Association. Left to right: L. D. Williams, Herman Eberhardt, R. H. Bailey, Mrs. J. E. White, Lynn McKee, David C. McMillin, Mrs. Ole Anderson, Lawrence Gosser. The women participated as "expert consumers."—Northwest Airlines Photo.



Keeps You Fishing



"Hortensia Bertin" Is Cutless Bearing Equipped

Soft Rubber Water Lubricated

If you fish for a living you know the importance of dependable propeller shaft bearings. The k that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boats of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing—the bearing fisherm depend on to keep them fishing.

Large west coast stocks of popular sizes. Factory stocks to 10-inch shaft sizes available overnight by

See your ship repair yard, marine supplier, or write—

LUCIAN Q. MOFFITT, INC.

AKRON, 8, OHIO

Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS

PROPELLER SHAFT

Say Skipper, you should have

SEALER 900

"Makes boats absolutely water tight"

Best sealer on the market! Flows easily into seams, cracks, joints up to ⅛" Makes water-tight, air-tight, adhesive seal. Being rubber, expands and contracts . . keeps boats dry! Plastic "squeeze" bottle with pointed tip controls flow No waste! Imitated — never equalled. Used by thousands of boat owners coast to coast!

SEALER 900 NOW UNAFFECTED BY FREEZING Repeated freezing and thawing will not harm usefulness of Sealer 900

FOR SEALING LARGER LEAKS USE:

SEALER 700 (black) or **SEALER 800** (white) rubber mastic. Comes in half-pint, pint, quart and gallon size cans.

EASY TO USE

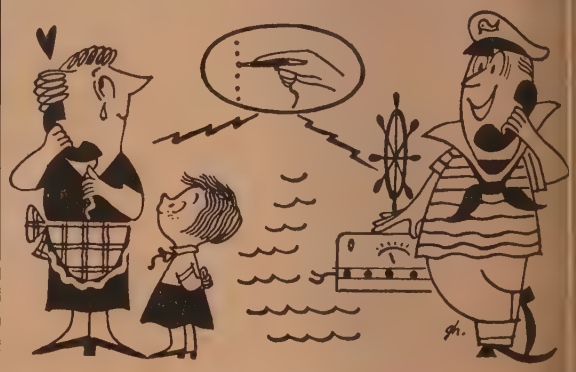
Sealer 900 plastic applicator bottle — sells for $1.35

Sealer 900 pint size can sells for $1.95
quart $3.60
gallon .. $11.40

SEALER 1000 gasket cement for repairing motors, sealing two metal surfaces, etc. Congeals — does not harden or crush. In 1-oz. and 3-oz. tubes.

Marine Products, Inc.

41 HIGH STREET OSHKOSH, WISCONSIN



Want to talk to friends ashore?

The only way to place a call from coastal craft to telephones on land is by ship telephone service. This handy service also links ships with other ships at sea. If you'd like information on how ship-shore can serve you, just write to Pacific Telephone in your nearest large port city. We'll be glad to send you our free booklet.

Pacific Telephone

Ostrem Succeeds nsen at Union Fish

f Ostrem, who for 30 years has n the Alaska salmon canning in- r, in mid-September succeeded . Sorensen as general manager Union Fishermen's Cooperative ng Co., Astoria, one of the oldest argest packers of Chinook sal-

Ostrem currently is president of pina Fisheries, Inc., operating a rship, and formerly was with iof Canneries, Inc., and Oceanic ries Co. He has made his home ttle for years.

or to the opening of the 1953 n season, Mr. Sorensen asked irector of the company he has d so long to permit him to retire on as a successor could be se-

. Sorensen was formerly a Co- ia River gillnet fisherman and holder in the Union Fishermen's erative Packing Co. Later he be- president of the company, serv- in that office for a number of . With the retirement of the late iof Kankkonen, the directors l him to assume the manage- .; and for about a dozen years as directed the affairs of this an salmon packing company, in its 57th year.

sides his business activities, Mr. nsen has maintained close and ential contact with the Columbia r salmon as a rich natural re- ce. His interest in the conserva- and maintenance of the salmon has been of the keenest, and his sel and support has been given intingly in the cause of conserva- and perpetuation of the resource.

e has been one of the civic lead- of Astoria for many years, hav- served a number of terms as ncilman and mayor of Astoria, the American settlement west of the issippi River.

nco Chooses McVean nadian Vice President

lection of G. H. McVean as vice- ident of the American Can Co. harge of Canadian operations has announced by William C. Stolk, pany president. Mr. McVean suc- ls Gordon Munn, who recently re- l after 34 years' service.

r. McVean, who was in charge of erican Can Co. operations on the adian west coast from 1945 to 9, is Ontario-born and received his cation at Sarnia Collegiate and University of Toronto. He joined company in 1931 as technical spe- ist at Montreal factory, becoming ory superintendent seven years r.

1 1949 he was named manager of s for Canada at Hamilton, Ont. He widely known in the canning packaging industries throughout ada.

Maynard Chase's Death Closes Fishery Career

Maynard S. Chase, member of a family which for generations has played a part in the fisheries of New England, the Pacific Northwest and Alaska, died at his home in Seattle the middle of August at the age of 68.

Born in Rockland, Maine, he became a lobster fisherman at the age of 14 and moved to Everett in 1903, where his father had formed the Everett Fish Company. Later he and his father, Stephen Chase, entered partnership in Seattle as the Whiz Fish Company. He subsequently worked for Coast Fisheries at Reedsport, Ore., and at the time of his death was employed by Washington Fish and Oyster Co., Seattle.

Survivors associated with the fishing industry include a sister, Mrs. C. F. Moe, whose husband operates the Superior Fish Co., in Seattle; two brothers, Clyde Chase of American Packing Co., Anacortes, and Stephen Chase, International Packing Co., Seattle; and a son, Stephen L. Chase, Chase Seafood Co., Everett.

Fishermen along the northern California coast said farewell to an old friend of long standing September 1 when the fog signal at **Table Bluff** was discontinued. At the same time, the Table Bluff light has been changed to a characteristic of flash white five seconds, eclipse 10 seconds, with the candlepower reduced to 5000 units.

James Aubrey McCall, 44, Eureka fisherman, died at a hospital in Eureka recently following a lengthy illness. McCall was a native of Oklahoma, but he had resided at Eureka for the last ten years.

KIMMERLE FISH ELEVATOR

SUCKS LIVE BAIT

FROM THE RECEIVER

STRAIGHT INTO THE BOAT

— without backbreaking brailing — in less than one tenth of the time — not a scale is disturbed as the fish pour into the bait tank, never leaving the water. For information and comprehensive literature phone or write:

Marius Thisted

MELETRON

CORPORATION

PHONE: HO 3-4841

950 N. Highland Ave., Los Angeles 38

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

ales Factors, Not Costs, ule in Salmon Pricing

ales necessities rather than cost ors ruled when the price pattern the 1953 pack of canned salmon delineated in September by a nber of the more important oper-s.

espite the short pack, despite the ltant high costs, the men who de on prices put sales considera-s first and named figures at which were sure the pack would move, *go into consumption,* at a brisk e and in healthy fashion.

he opening prices, first announced three of the principal independent ks, and immediately joined in gen-ly by other factors, set $27 for talls; $18 for Pink talls; and $14 Chum talls; $20 for Cohoes.

here were some variation in the tes on halves, on which the pricing : Pinks, $10.25 and $10.50; Red, Chum, $8 and $8.50; Cohoes, $12; keyes, $17.50.

he principal difference between e opening prices and the figures ch have been quoted on a tenta-, subject-to-opening, basis for e time was the $18 price of Pinks. is the straight price, with no s attached; where the former 50 tentative price occasionally at t carried "advertising allowances" arious forms.

k-Chum Spread dened This Season

s compared with the dominant ing early in the fall of 1952, 1953 price list shows a sharp re-ion of $2 per case in Chums. t fall they were priced at $16, a great many were sold at that figure; but it became evident that when a buyer has to pay $16 for Chums he'd just as soon add a couple of bucks and make it a case of Pinks. In other words, with salmon at its present price level relative to consumer purchasing power, old ideas of the proper spread between Pinks and Chums have undergone correction.

Pink halves were opened at $12 a year ago. Today they are priced at $10.25. Business has been exceptionally good in this item, and the Puget Sound packers have been putting-up a substantial portion of their receipts in this package.

The price of $27 on Red talls occasioned no surprise. This is the same as the earlier tentative pricing, and is the figure at which the great majority of the 1952 pack was sold. Salmon merchandisers evidently felt that a price more in line with costs would only cut consumption and back-up inventory.

At presstime the brand leaders in Reds had not announced their openings.

The $18 price tag on Pinks won't cover the costs of many packers, particularly those in Southeastern; but it will permit pricing of this item below 50c in many stores, and the experience of recent years has proven the sales leverage which develops when Pink are tagged in the immediate neighborhood of 49c.

Canada Has Pinks for Sale Again This Year

Another thing which must be taken into consideration in contemplating a price of $18 on the smallest Alaska pack of this grade in 32 years is the Canadian Pink production.

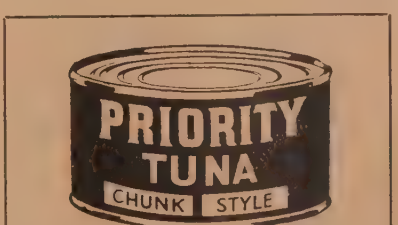
British Columbia has an excellent pack of Pinks, and at time of writing was increasing it steadily. Moreover, a very considerable part of the British Columbia Pinks this season were packed in the Vancouver-Fraser River district, with a short haul from the fishing grounds and every facility for quality protection and control. It is to be expected that a larger part of the Canadian Pinks will be acceptable for the American market than has been the case in the past two years.

Sales Volume Satisfactory

What volume of business did the opening prices produce?

Good volume; but nothing phenomenal — nothing like that which followed the Labor Day "correction" of 1952, for example.

The $27 - $18.50 - $14 "subject-to-opening" prices which had been quoted for some weeks served to get a very substantial volume of salmon on the rails. The finality which the opening lent to the situation served to stimulate movement, and within a week after the opening the ready-sellers were sitting back, apparently well content with the volume of business booked.



Easy to Remember! *Easier to Sell!*
J. R. BARRY & CO.
338 Cannery St., P. O. Box 126 TErminal 2-6488
Exclusive Sales Agents for
California Marine Curing & Packing Co.
Tuna—Sardines—Mackerel

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
National and Local Sales Representatives
Tuna, Bonito, Salmon, Lobster, Crabmeat, Shrimp, Sardines, Anchovies, Lobster Tails, Swordfish, Frog Legs, Trout, Fillets, frozen Tuna.
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-625

DELCA
←HOME-STYLE PICKLED HERRING
★
ALSO HERRING TIDBITS IN WINE SAUCE
DELCA FISH PRESERVATORS, INC.
262-282 METROPOLITAN AVE.
BROOKLYN 11, NEW YORK

RIPLEY NEW ASSISTANT TO RICHARD CROKER

William E. Ripley, a veteran of 13 years service with the California Department of Fish and Game, has been appointed to the post of assistant chief, Bureau of Marine Fisheries, with headquarters in Sacramento, where he will assist Richard S. Croker, bureau chief.

Mr. Ripley, a marine biologist formerly stationed at the Department's Stanford University laboratory, replaces John F. Janssen, now a regional manager. Mr. Ripley took a leading role in development of the State's shrimp fisheries, and in studying the trawl fishery.

DICK MERRITT SUCCUMBS TO HEART ATTACK

Another link with the early days of Monterey's sardine industry parted recently with the sudden death of R. H. "Dick" Merritt, 57, from a heart attack. At the time of his death he was sales manager for Enterprise Packers, a position he had held since the formation of that company in 1945.

Mr. Merritt started his career in the sardine business when he became connected with the E. B. Gross Canning Co. in 1925, and for many years he was sales manager of that company. In 1941 he founded the U. S. Marine Products Co. at Monterey, an enterprise engaged in producing salt fish during the war, leaving to become associated with Sebastian "Buster" Sollecito in Enterprise Packers in 1945.

He leaves a wife and four sons, Dick, Jack, Warren, and Philip.

J. P. Flanagan & Co., San Francisco sea food brokerage house, has been appointed northern California distributor for the Sea Brands line of canned salmon and tuna produced by Forrest H. Johnson Co., Seattle.

Shrimp-and-Beer Tied in Promotion

An interesting joint promotional undertaking was entered into this summer by the Shrimp Association of the Americas and the United States Brewers Foundation.

One of the promotions sponsored was a television show originating in Southern California at which the catering manager of the Wilton Hotel, Long Beach, and Miss Monty Margretts cooperated in a recipe report on his famous Shrimp-in-Beer specialty.

Federal Salmon Spex Admit Canned-from-Frozen

New "interim" specifications for canned salmon for federal government purchase, published in May, admit to eligibilty salmon canned from frozen fish, providing:

The fish was frozen within 24 hours of catching, and was fresh and prime; and that it shall have been stored at 5° or lower for not more than 60 days after freezing; and shall have been processed within 12 hours after thawing.

Another change of importance fixes minimum vacuum at 7", at the *point of acceptance* of the goods. Shipping containers must be marked with the month and year of processing.

"Natural" salmon oil, not including visceral or egg oils, may be added to canned salmon; but any other oil additions are forbidden.

Air Force Buys Tuna

Three Southern California tuna-packing firms were recently awarded contracts to deliver to the U. S. Air Force supply office at Philadelphia, total of 74,764 doz. cans. Star Kist Foods, Inc., got 40,000 doz. cans; Southern California Fish Corporation, 20,000 doz. cans; and Westgate-California Tuna Packing Company, 14,764 doz. cans. The total cost was $231,124.

U. S. Canned Fish Imports From South Africa Large

South African fish packers are offi cially reported to have sold for shi ment to the United States approx mately 300,000 cases of canned pi chard sardines and Jack mackere The South African products are als said to be finding a market in th Philippines, which formerly bough large quantities of California sar dines.

The U. S. Fish and Wildlife Servic says of the 300,000 cases to be im ported into this country. "It is be lieved that most of the 300,000 case were purchased by a representativ of one of the largest of the Californi fish canning companies."

Custom-Canned Fish Must Be Designated By Branded Can Ends

Under a new Washington law, cus tom canners of fish taken for persona use are new required to use can lid embossed with the words "Persona Use Only—Not for Sale."

Purpose of the law is to insure separation of sports and commercia fish at canneries and to prevent mar keting of the former. The labelin provision also applies to fish caugh by Indians for their personal con sumption.

Fourteen Washington firms are li censed to custom can sports caugh salmon and other food and shellfish Six operate on Puget Sound an Grays Harbor, and the remainder o the Columbia River.

The special lids are now availabl from the major can suppliers.

Fortune Fisheries, San Francisco, ha been appointed northern California dis tributors for the Sebasco line of froze Maine lobsters.

The lobsters come frozen, split, an filled with dressing, ready for the broile in a most attractive 1-lb. carton. The are produced by Sebasco Fishermens' As sociation, Sebasco, Maine.

A QUALITY CANNED SALMON FAMILY UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ADVERTISING and a planned PROMOTION

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

anese Advance Canned na Prices 30c a Case

ne comparatively poor catch of acore by the Japanese during the six months of the year — which ne period of best fishing — result- late this summer in price ad- es on the order of 30c per case 8 halves.

ew prices, per case of sizes as ed are: (13-oz. cans in 2-doz. s; 2 kg. cans in cases of 6)

Can	In Brine	In Oil
3.5 oz.	$5.85	$5.95
7 oz.	9.90	10.00
13 oz.	9.00	9.10
2 kg.	10.50	10.60
6½ oz.	7.90	8.00

TE—All prices f.o.b. Japan, includ- 2% commission for brokers on export . Freight and duty, of course, should dded. Tuna in oil takes 45% duty on e prices; that in brine, 12½%.

'. Trixler, Broker, Named n Camp Director

Thomas Trixler, Trixler Broker- Co., Portland, Ore., has been ted to the senior board of di- ors, Van Camp Sea Food Co., Inc., ninal Island, President Gilbert C. Camp announced following the 's annual stockholders' meeting ugust.

r. Trixler, partner with his her, S. P. Trixler, was first as- ated with Van Camp in 1947 on graduation from Notre Dame. rtly after, he opened the Van p Portland office as manager; of January 1 this year organized Trixler Brokerage Co.

an Camp's annual sales for the l year ending May 31, 1953 were highest in history, reaching nearly 000,000. Another fact brought out he meeting was that in the first ears of tuna canning, since 1903, Camp has packed 70% of the en- industry volume.

mer L. Jewett, associated for many s with John Morrell & Co. as dis- manager of its canned meat division, ow associated with Durand Hart & San Francisco food distributors.

STGATE-CALIFORNIA TUNA PACKING CO.
h Street and Harbor Dr. San Diego, Calif.

Canadian Salmon Canners Court Domestic Consumers

Assured of a big pack, especially of Sockeyes, British Columbia canners are intensifying their marketing campaign in Canada, which is the only major market capable of expansion owing to restrictions on overseas sales.

Before the war, 65% of the annual pack of British Columbia salmon was marketed in export markets, and some 40 countries were listed as regular buyers. During the war years, about 80% of the pack, amounting to 7,600,000 cases, was bought by the United Kingdom or relief agencies for overseas distribution, only 19% being allowed to be sold in Canada at ceiling prices. One year during the war the entire salmon pack was earmarked for the United Kingdom.

Since the war the whole picture has been reversed, and Canada has been called on to absorb the bulk of the pack. The in-and-out policy of British buying policies has been an erratic factor that has had to be dealt with from year to year. In 1950, for instance, the British Ministry of Supply bought $6,000,000 worth of canned salmon in British Columbia, and in 1951 sales were $6,700,000 to that market. But in 1952, owing to exchange troubles, Britain bought nothing. This year, Britain came back to British Columbia and bought about $4,250,000 worth of canned salmon.

Chief problem of the industry during the past two years has been to dispose of accumulated unsold stocks, and packers still have a sizeable carryover, which will be added to of course by this year's pack.

The Canadian market has been able to absorb as much as 900,000 cases a year, but never more than that. Last year, about 800,000 cases were sold in Canada. Packers have watched the economic recovery of the United Kingdom this year with the hope that it may signify Britain's readiness to buy considerably more of the 1953 pack than of the other recent packs, and this will help considerably if it materializes.

Meanwhile the industry is concentrating on aggressive selling in Canada, hoping that if the domestic market takes a larger proportion than last year, sales to Britain and the United States and two or three other countries will absorb most of the total pack.

Tuna Industry Group Confers in Japan

A committee of three, representing the California Tuna Research Foundation, Los Angeles Harbor, returned recently from a three-week visit to Japan, where a series of conferences were held with Japanese tuna industry representatives. The group included: Max J. Gorby, president, California Fish Canners Association; Ed L. Morris, Tuna Research Foundation director; and Donald P. Loker, committee chairman.

The committee talked with canners, boat owners, exporters, freezers, tuna association leaders and legislators, Mr. Loker said on his return to Terminal Island. A member of the U. S. embassy staff at Tokyo sat in on many of the meetings.

As a result of the conferences, he declared, the committee gained considerable knowledge of Japanese tuna operations and reached a basis of understanding for further discussions. The committee made the trip to Japan by plane and, returning, stopped over in Manila for several days.

S. E. Burkenroad, sales manager, canned goods division, Parrott & Co., San Francisco, was being welcomed back by his host of friends along California street, after a two months' illness and convalescence.

Salmon Promotion Dispenser Clicks With Distributors

Seattle officers of Canned Salmon, Inc., conducting the market development and product promotion program for canned salmon generally, reports remarkable response of salmon distributors in connection with placing "Autumn Salmon Loaf" recipes and dispensers in food stores throughout the country. Within a month after the salmon loaf feature was announced 80% of the available dispensers had been distributed.

Romeo Firm Fined For Army Salmon Sales

Entering a plea of "no contest" to charges that it had sold Chum salmon steaks to the Army in place of Silver salmon, the Romeo Packing Co. of San Francisco was fined $3,000 in Seattle Federal court in September. This apparently closed a case which caused great furore in 1951.

The charge was also made that the fish was adulterated; and that it had been imported from Canada, whereas the contract specified fish of domestic origin.

Cal-Marine and Barry Occupy Joint Location

The California Marine Curing & Packing Co., headed by M. J. Gorby, and J. R. Barry & Co. in September removed their offices to a joint location at 338 Cannery St., Terminal Island, Calif. The companies mail address is Post Office Box 126, Terminal Island.

Robert L. Stix, head of the food products sales representation firm bearing his name, left his New York headquarters late in September on a round-the-world journey for the purpose of visiting the suppliers of fish products in whose import he specializes. He planned to spend some little time in Japan, going on in October to Australia and New Zealand.

Mid-November will take him to South Africa; from whence he will go to Europe, visiting several countries.

"I.B.M. Machine Buys The Canned Fish Today"

"The IBM machine is placing t orders for canned goods today the basis of volume moved and pro margin per month." This is what T. Sandoz, president, Columbia Riv Packers Association, says with spect to modern merchandising in t chain stores and supermarkets whi account for the enormous majority today's grocery purchase.

Elaborating his impressions, says that the IBM, and of cou other statistical and bookkeepi systems, have reduced the buyi business to a scientific basis in whi the amount of any brand sold, a the profit made on it, in any da week, or other business period c be immediately computed.

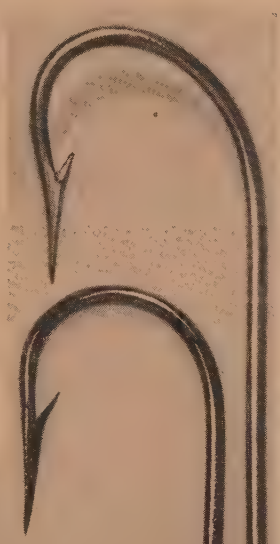
He says that buying today is bas on brand, and volume of sales reg tered by that brand, plus of cou the profit margin per unit of sales. notes also a marked increase in t tendency of the larger buyers, chai and supers, to "let the packer car the inventory."

"Smaller orders, more frequent placed, less capital required, a more of a warehousing and invento problem for the packer."

ou Can Depend on

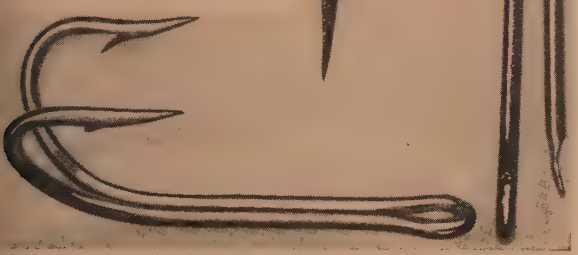
MUSTAD
Key Brand FISH HOOKS

ing in your fish because these old
le Norwegian made fish hooks
no equal when it comes to sharp-
strength, temper and finish. They
ave you replacements and repair.
your dealer and inspect these
regarded hooks.



MUSTAD & SON
MANUFACTURERS
ESTABLISHED 1832
NORWAY

Sales Agents—
H. L. BOWLDS & SON
54 So. Spring St., Los Angeles
EIDAR GJOLME & SONS
809 37th St., Seattle
EDWARD LIPSETT, LTD.
couver, Victoria, Prince Rupert



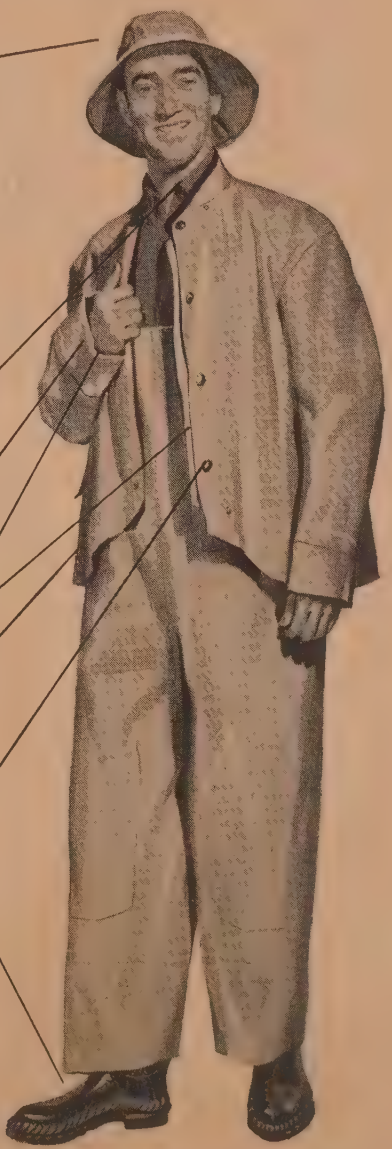
NEW: Prime Quality!

•built to fishermen's specifications

Rubber clothing designed with all the features that commercial fishermen, who constantly wear-test our garments, tell us are desirable and useful. Vulcanized watertight seams, roomy cut for maximum comfort; specially developed compounds provide greater resistance to sun, water and abrasion. In 3 colors: Black, Yellow, Olive Drab.

U.S. SQUAM HAT
- reinforced watershed brim

U. S. MARINER SUIT
- **Strong fabric,** neoprene coating outside; inside, overalls have elastic insert suspenders, reinforcing knee patches, cut-off bands for shortening leg length if desired. S-M-L.
- **Collar cut for maximum comfort.**
- **Extra sleeve facing** for longer wear.
- **Sleeve "cut-off"** prevents curling, raveling.
- **Jacket** has fly front.
- **Eyelet drainage** on side pocket.
- **Rust-resistant hardware throughout both garments.**



TRAWLER BOOTS
- black thigh
- felt lined
- "Fin-Guard" vamp

★ SOLD ONLY THROUGH INDUSTRIAL AND RETAIL STORES ★

Makers of
U. S. INDUSTRIAL RAYNSTERS® U.S. U. S. ROYAL RUBBER FOOTWEAR

UNITED STATES RUBBER COMPANY
Rockefeller Center • New York

OR EVERY POWER NEED

Lister
"FR" DIESELS
FOR MARINE SERVICE

- Available in 1, 2, 3, 4, and 6 Cylinder Models
- Horsepower Ratings 8-54
- Generating Capacity 3-40 KW

DEALERS WANTED
Some good territories are still open. If you have sales and service facilities for marine work, write...

NGINE DIVISION
NATIONAL SUPPLY COMPANY
SPRINGFIELD, OHIO

stributors of Lister Diesels in the U. S. A.

A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

3302 Smith Tower

SEATTLE 4, WASH.

CANNED SALMON

Cable Address:
"NAECO" All Codes

Fish Nets for EVERY PURPOSE!

For good fishing and good profits, stow aboard a good SEA KING cotton net or one of our many types of Gill Nets, as indicated on the left.

Your dealer knows FISH NET & TWINE Netting. Its fine reputation dates back more than a century.

Stocks carried by local dealers in:

RICHMOND, VA. MILWAUKEE, WISC.
SEATTLE, WASH. JACKSONVILLE, FLA.
CUT OFF, LA.

The Fish Net & Twine Co.

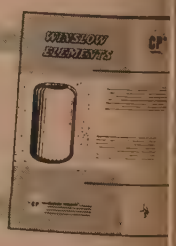
308-310 BERGEN AVE., JERSEY CITY, N. J.

what does "CP" mean to you?

"CP" means Winslow Controlled-Pressure Elements, with an exclusive built-in system enabling *all* of your lubricating oil, *hot or cold*, to get full-flow filtration, even under *contaminated* element conditions. For this patented protection, look only to Winslow "CP" Elements.

"CP" TRADE MARK

WRITE FOR FREE FOLDER!
Get a complete description of Winslow "CP" Elements. There are no charges or obligations. Just send us your request.



WINSLOW FILTERS

Winslow Engineering Company 4069 Hollis St., Oakland 8, Ca

ust Chinook Run 'ine Worries Packers

ious concern about the three decline in the August run of ok salmon on the Columbia is manifest by packers there ally. This August run for gen- ns has been the volume main- of the operations on the Colum- 'ormerly the quality of the Au- fish did not compare with their ity, but for the past decade or the run has been marked by improved quality, although what lessened volume. Only in st three days of the 1953 season here a flush run—of rather poor y fish.

the past three years, this run een much less productive than rmer seasons and the industry ie Columbia River makes no of the fact that it is seriously rned with the development.

mething has happened to our st run, and we just do not know hit it," says Anton Sorensen, ng general manager of the Fishermen's Cooperative Pack- Company, expressing a thought ally shared by all of the oper- on the river.

says that the early spring run s a very real promise. The April ation in the spring of 1953, prior ie opening of the commercial n, was exceptionally heavy and pected eventually to support a antial fishery, perhaps while portions of the season are closed ehabilitation of the runs former- curring at those periods. Mr. sen also believes that the bay which has been protected for a er of years, is showing marked of rebuilding. The Steelhead run e Columbia River also is reacting gly, perhaps because of the elim- n of seines which formerly took najor catch of this species. The nead falls between the Columbia Blueback, the local name for eye, and the Chinook in size. To he Steelhead run will probably re intermediate mesh sizes, but ize of the new population is such fishermen are expected to find ivestment in this in-between year able.

lers Take Numbers Very Large Pinks

unusual feature of salmon land- along the coast during the late ier period was the extraordinary er of Pink salmon taken by the rs; and the fantastic size of of these fish. There are reli- reports of Pinks weighing more 10 lbs. round being checked in ewport, Ore., some of them hav- een taken as far south as Cape o.

ny trollers delivering to Seattle in August had Pinks to 10% or of their total fares.

Canada Names Active Halibut Men On New Commission

A colorful operator who has made spectacular progress in the West coast industry, a career fisheries official, and an experienced commercial halibut fisherman are Canada's representatives on the International Pacific Halibut Fishery Commission. Appointment of Richie Nelson, president of Nelson Bros. Fisheries, Vancouver; George R. Clarke, assistant deputy minister of fisheries, Ottawa; and Harold Hellane, Prince Rupert, was announced recently by Fisheries Minister James Sinclair.

The appointments reflect the Canadian government's current policy of selecting active operating men, fishermen and packers, for the Dominion's members of the international fisheries commissions in which it is a party.

Richie Nelson in not much more than 20 years has built his business to No. 3 position in the British Columbia industry; and the growth of Nelson Bros. Fisheries has been largely the personal story of Richie's initiative, determination and drive.

As a lad of less than 10 years, he was brought to British Columbia by his parents and he was little more than a boy when he started gillnetting on the Fraser River. His older brother Ralph, now a commercial fisherman at Port Alberni, had preceded him into that occupation. He later started trolling on the west coast of Vancouver Island, mostly around Kyuquot, with his brother Norman, and they ran most of their catch into Seattle.

In the early 1930's Richie Nelson was appointed manager for the Canadian Packing Corporation at Ceepeecee. Later the Nelson Bros. took over the operation themselves, the California company selling out. Then the Nelsons bought the St. Mungo cannery on the Fraser River from Marsh English and associates.

By that time the Nelson Brothers were really on their way, and their business grew with the years. Subsequently they acquired plants at Ecoole and Port Edwards, near Prince Rupert, and at Steveston, where their "Colonial" Reduction plant is operated. In 1939 they had built a cannery on the waterfront of Prince Rupert, but when the United States entered the war the site was commandeered for supply purposes, and the Nelsons were without their own packing facilities in that area until 1943 when they built at Port Edward, some seven miles south, one of the area's most efficient plants.

Apart from his association in the industry, Mr. Nelson has been active in community affairs and in 1947 was illustrious potentate of the Shrine when it held its big convention in Vancouver.

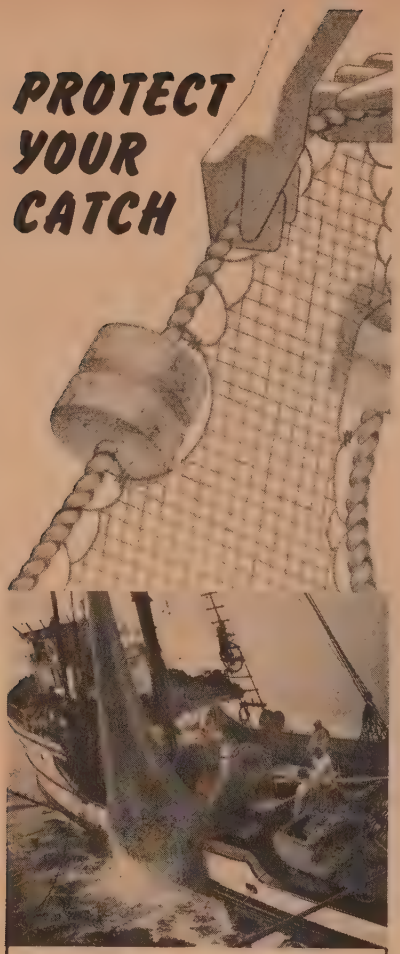
Mr. Clark entered the fishing field through the Canadian Manufacturers Association where he was secretary of the fisheries division, prior to organization of the present Fisheries Association of B. C., which was preceded by the Salmon Canners Operating Committee. In 1932 he joined Canadian Fishing Co., where he advanced through various executive positions until in 1947 when he was made director of western fisheries for the Canadian fisheries department, succeeding A. J. Whitmore, now chief supervisor of fisheries for Western Canada at Vancouver. Two or three years ago he was made asistant deputy minister. He has been one of the department's "roving diplomats" and took an active part in formulation of the Japanese fisheries negotiations after the end of World War II and he also represented Canada at the International Whaling Conference last year.

Mr. Hellane has been fishing in British Columbia waters for many years and is well known among fishermen, especially in the halibut fishery. His appointment is a further indication of the government's new policy of naming practical fishermen to international commissions dealing with the fishery resource. James Cameron, for instance, was named to the North Pacific Fisheries Commission by Canada a few weeks ago, with G. M. Buchanan and R. T. Hager. He is a third-generation fisherman and secretary of a fishermen's union local.

Mr. Clarke, of course, is no newcomer to the halibut commission, having been a member of the commission during the last few years when G. W. Nickerson, Prince Rupert, whose appointment was terminated this summer, was chairman. At that time Canada had only two members on the commission, which has now been enlarged to six, to provide for a commissioner representing Alaska.

Seufert Bros. Expect To Continue Business

Although the cannery of Seufert Bros. Company, The Dalles, Ore., will be delivered to the Corps of Engineers Feb. 1, 1954, to make way for the flooding of the area as result of construction of The Dalles dam across the Columbia River, Arthur Seufert writes *Pacific Fisherman* that this veteran firm, which has been doing business at this same location since 1880, plans to "continue in business in a small way," although plans have not yet been fully developed.



WITH **TUBBS**

EXTRA SUPERIOR MANILA

For sure, fast landing of the catch, Tubbs Extra Superior Manila has been preferred by fishermen for nearly a century.

Top grades of pure Manila fibers are carefully selected and blended for extra strength and longer working life. Special lubrication and water repellency treatments make Extra Superior Manila flexible and easy to handle under the toughest fishing conditions.

Don't take a chance with your catch. For toughness, strength and dependability, specify EXTRA SUPERIOR MANILA by Tubbs, a trusted name in rope since 1856.

TUBBS
CORDAGE COMPANY
SAN FRANCISCO • SEATTLE • Portland • Los Angeles
New Orleans • Houston • Chicago • New York

Facing the Facts, Sardine Permits Denied

At the August meeting of the California Fish & Game Commission it was practically acknowledged officially by that body that there are virtually no sardines left off the California coast.

The acknowledgment came when the commission refused to renew any sardine reduction permits.

Commission President William J. Silva pointed out that this was merely acceptance of the fact that California's sardine catch, which once reached over a half million tons per year, has dwindled to practically nothing.

The sardine catch for 1950-51, the last year of any consequence, was 355,000 tons, of which only 36,000 tons were used by the reductionists. In 1951-52 the catch fell to 136,000 tons, and only 1,000 tons of this was taken for reduction. In the 1952-53 season a mere, 3,600 tons was taken —hardly a single night's haul in "the good old days." Only 11 tons of these were used by the Commission-regulated reductionists.

The reductionists can re-apply for permits at any time, and the commission must act on such applications within 30 days, Mr. Silva stated. Canners can take unlimited quantities of the fish for canning, without permit.

B. C. Fish Union Hit For "Red" Leadership

United Fishermen and Allied Workers' Union of British Columbia has been suspended by Canada's Trades and Labor Council until such time as it takes steps to eliminate "Communist leadership and leanings."

This action was taken by Canada's foremost labor organization as a part of its three-year program to clear its ranks of Reds.

While the fishermen's union membership is basically non-Communist, the organization has been run for years by a small group of left wingers, according to spokesmen for Trades and Labor Council, and it is reported that the candidature of Homer Stevens, secretary-treasurer, as Labor-Progressive (Communist) party nominee, in the recent federal election, was a factor in hastening the Congress' action. Stevens is also said to have made unsatisfactory explanations of pro-Communist statements attributed to union officials.

The United Fishermen and Allied Workers Union last season halted operations in the fishing industry several times because of disagreements with operators. A few months ago a gillnetters' association was formed in the lower mainland British Columbia area with a view to combatting leftist tendencies among union leaders and provide an organization for non-Communists. It has affiliated with the Seamen's International Union.

Popular B. C. Official Retains Fish Ministry

Re-election by a large majority Hon. James Sinclair for the Coa Capilano constituency of British C lumbia in Canada's national electi in August was good news for the fi ing industry because Jimmie Sincl has been just about the hardest wo ing and most effective minister fisheries the nation has ever had.

The Fisheries Association of Bi ish Columbia endorsed his candidat before the election, and he has earn popularity with the fishermen as w on both coasts.

Despite rumors that Sinclair wo be made minister of finance on t return of the Liberal government office, he dispelled them by sayi that he intended to retain his fi eries post. "Fisheries is the best po folio in the cabinet," he said, "a it was neglected for a long tin When you get the fisheries assoc tions coming out and saying they all for you, and the fishermen's unio doing the same thing, why, what m could you want?"

Pacific Telephone Adds Second Day Channel

A second channel for *daytime u only* on Pacific Telephone's ship-t shore station KOW will go into ser ice early in October.

Calling congestion over the prese channel is expected to be reliev somewhat by the use of the addition channel. The service has grown tr mendously from an average of abo 50 calls a month in 1936 to over 3,0 calls a month today. The compan in 1947, applied for a second full-tin channel but the scarcity of mediu frequency radio channels prevent the F.C.C. from complying with th request. Commission approval for u of the daytime only channel was r ceived this spring.

Establishment of the second cha nel will cost approximately $19,00 It involved the installation of mo control equipment in Seattle's lor distance office, the installation of a other transmitter at Edmonds and new receiver at Point Wells, ne Richmond Beach.

Most craft subscribing to the ser ice have radio equipment arrang for manual selection of either chann one or the new channel two. Othe may need extra equipment additio to pick up the new channel. The tel phone company does not sell or lea ship-to-shore radio equipment. Tho who subscribe to ship telephone ser ice have been advised that Channel is scheduled to go into service f *daytime use only* in October.

Sal Alioto, Consolidated Fisheries, In San Francisco, and Al Parmisano, Parmisano & Sons, Vallejo fish me chants, and their wives, took a vacati to Anchorage, Alaska. At Anchorage t party visited the Parmisano's son who stationed there in the Army.

Divoteers' Fall 'nament Oct. 9

Fish Divoteers, the Pacific west's organization of active s in the fish and affiliated indus- will hold their fifteenth annual olf tournament at the Rainier and Country Club, Friday, Oc- 9, it was announced by Jack , Whiz Fish Products Co., pres-

mittee chairmen in charge of vent are Ray Wallitner, Nickel Road, Tournament; Steve Kip- Can-Go Shippers Association, ors; Joe Brennan, Talbott Car- Co., Handicap; and Ralph Sy- n, San Juan Fishing & Packing ntertainment.

. Fish Cooperatives' vities Sharply Curtailed

hough the Prince Rupert opera- continue active, British Colum- fishermen's co-operatives have sharply curtailing their activi- his season. No gillnet operations eing carried on by the co-opera- in the south, although seine- nt fish are being delivered by co- tive fishermen to the Casiar ing Co. plant on the Skeena or nneries in the south.

e co-operative plant at Victoria ot being used at all except as , and what little activity is car- on by members there is centered eliveries to the B. C. Packers'

oll-caught Coho from the west of Vancouver Island has been ered to the Vancouver plant, h continues to maintain retail and take care of carload lots e east, but the filleting line will ably be rented, as was done last to Japanese packers salting sal- roe for delivery to the Orient.

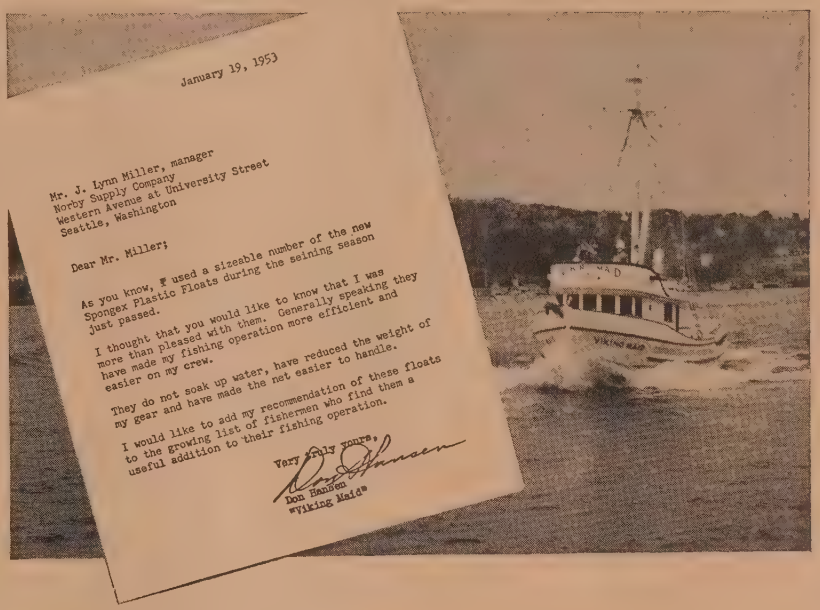
a Biologists Confer Research Program

conference of scientists engaged na research is being held Oct. 7-9 e California Fish and Game De- ment offices on Terminal Island. Pacific Tuna Conference will be ded by fishery representatives California, Oregon, Washington British Columbia, from the Inter- rican Tropical Tuna Commission, ps Institution of Oceanography, Pacific Oceanic Fisheries Investi- n and the University of Wash- n.

ree representatives of the indus- have been invited to sit-in on the erences: Dr. W. M. Chapman, di- r of research for the American aboat Assn., John Real, general ager of the Fishermen's Coopera- Assn., and Edwin L. Morris, Tuna arch Foundation.

obert C. Wilson, California Fish Game biologist, is chairman of conference.

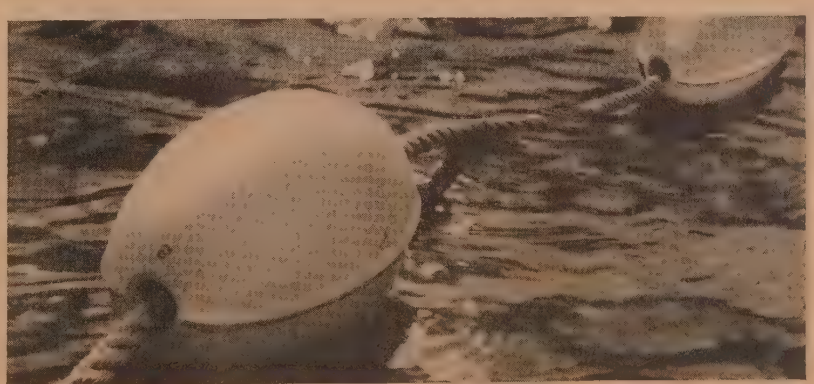
More and more seine fishermen are using SPONGEX PLASTIC FLOATS


January 19, 1953
Mr. J. Lynn Miller, manager
Nordby Supply Company
Western Avenue at University Street
Seattle, Washington
Dear Mr. Miller;
As you know, I used a sizeable number of the new Spongex Plastic Floats during the seining season just passed.
I thought that you would like to know that I was more than pleased with them. Generally speaking they have made my fishing operation more efficient and easier on my crew.
They do not soak up water, have reduced the weight of my gear and have made the net easier to handle.
I would like to add my recommendation of these floats to the growing list of fishermen who find them a useful addition to their fishing operation.
Very truly yours,
Don Hansen
"Viking Maid"

Spongex cellular plastic floats:

- Have greater buoyancy
- Absorb no water — never need drying
- Don't tangle lines
- Won't rot or crumble
- Resist wear from lines
- Need no protective coating

You'll buy fewer floats in the years ahead if you replace worn out ones with the new Spongex floats.



For complete information on Spongex floats contact:

Nordby Supply Company
1300 Western Avenue
Seattle 1, Washington

Marden and Hagist
N.W. 14th Avenue
and Savier Street
Portland 9, Oregon

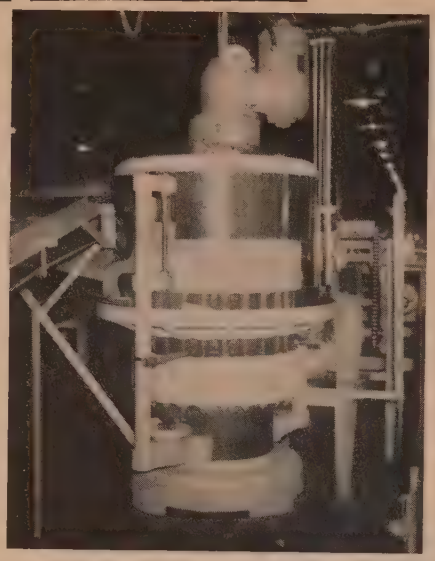
C. J. Hendry Company
27 Main Street
San Francisco, California
Branches:
Terminal Island, California
San Pedro, California
San Diego, California

Lipsett's
Vancouver, B. C.

THE SPONGE RUBBER PRODUCTS COMPANY
695 DERBY PLACE, SHELTON, CONNECTICUT

ANOTHER SPONGEX® PRODUCT

The PAK-FORMER



Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 50 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

Engineers and Designers to the Food Packing Industry

P. O. BOX 1332 WARRENTON, ORE.

100 H.P.

at 1,000 R.P.M., Continuous Dut

LATHROP D-100 DIESEL I
DESIGNED FOR FISHERME

Three generations of fishermen have depended on Lathrop engines — so you can be *sure* a Lathrop has what you want. The modern D-100 is truly a fisherman's engine. Write today for a special folder about this special engine.

STANDARD equipment
Rubber impeller water pump
Auxiliary belt drive for bilge pump
24 volt generator

EXTRA equipment
Twin disc power take off
32 volt generator

Cylinders: 6. Weight: 4,100 lbs. Displ. 998 cu. in.

THE Lathrop ENGINE CO.
MYSTIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

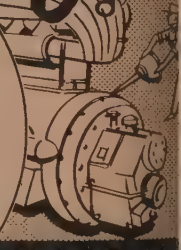
FOR FISH PROCESSING EQUIPMENT

IT'S
STANDARD
all over the world

STANDARD fish processing plants are making profits for their owners in all parts of the world. Fish Meal and Oil Plants, Fish Canneries, Component Parts. Inquiries welcomed.

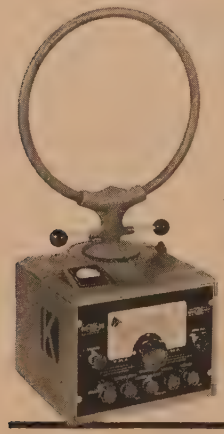
STANDARD STEEL CORPORATION
5013 BOYLE AVE., LOS ANGELES 58, CALIF.

Hitting on All "6"



"6" Aggressive Salesmen Building Canned & Frozen Seafood Brands in CHICAGO & MIDWEST. Sales efforts second to none for aggressive producers.

L. H. FROHMAN & SONS • Sales Agents
FOR CANNERS AND PACKERS OF FOODS
510 N. DEARBORN STREET CHICAGO 10



NEW KAAR D-31
Direction Finder –

FEATURING:

- **NEW** easy to read tuning meter
- **NEW** built-in speaker
- **NEW** improved tuning circuits

WRITE FOR DESCRIPTIVE LITERATURE

KAAR ENGINEERING CORP.
PALO ALTO • CALIFORNIA

J. J. CAMILLO
Wholesale SEA FOOD Broker
935 W. Harbor Drive, SAN DIEGO 1, California
Maritime Agency
★ BROKER and AGENT ★
Phone Franklin 5189

NORTHERN PRODUCTS CORPORATION
Distributors
American and Canadian
MILD CURED and FROZEN SALMON
200 Bell St. Dock Pier 66
SEATTLE 1 U.S.A.

al Seafoods Firm ers Moss Landing

th in the future of Moss Land-nd the offshore fishery tributary e port was evidenced by Howard managing partner of the Regal od Co., of Monterey, who has completed negotiations with Paulsen, owner of the Sea Wolf ng Co., to purchase the pier and channel-side facilities of Paul- reduction plant.

included in the transaction is nain building on the westerly of Jetty Way road. All of the Wolf site is under long-term lease the Wilbur Sandholdt interests Regal will assume and continue arrangement for the portion to ilized in its operations on the or.

Low states entry of his com- is on a permanent basis and year around activity is planned. plan should fill a need for pur-ng of off-season catches beyond almon and albacore runs which cent years have represented the ipal deliveries by boats directly Moss Landing. A number of local men plan to cooperate in this am with catches of king-fish, crabs, and various "flat" types e sole and flounder groups which vailable in the Bay.

Low announced also that con-ation is being given to installa-of a fillet line at the Moss Land-property which would include ment for preparation of both market and frozen package bution.

KA DRAGGERS FIND FALL FISHING

agboats operating out of Eureka working northward and south- toward Crescent City and Fort g, respectively, reported excel- deliveries during most of the h of August.

one day of the month, one local r received 100,000 pounds of bot-ish—the all season high to date. her dealer took in 175,000 pounds g a two-day period.

e, including petrale and Dover, nted for the bulk of the catches leliveries.

gh winds and rough weather at eld the dragging fleet in port at vals during the period.

d" Paulsen Dies

yce Charles "Bud" Paulsen, San district sales manager for Amer-Can Company, died in San Jose tly after an illness of just one . He was 41 years old.

Paulsen was born in Portland, after graduation from the Uni-y of Washington in 1935 he d American Can Company at the le factory. In 1938 he was trans-d to Portland as a salesman, re-ing in that district for 13 years.

Victor Nigro Wins Lobster Concession

Victor Nigro, well-known president of the Southern California Fisheries Association, San Diego, was the successful bidder for a Mexican concession to harvest and market all lobsters in Baja California waters for the season which began Oct. 1.

Seven Mexican and American firms submitted proposals for handling the lobster production to the Department of Fisheries in Mexico City. Another San Diego, Carlos Cuevas, also submitted a bid.

Nigro has handled the bulk of the lower-coast lobster catch for many years.

TRIAL FISH REDUCTION PLANT FOR MORRO BAY

Stanley Hiller, San Francisco, one of the pioneers in the fish reduction business and an early developer of fish reduction machinery, has applied to the California Fish and Game Commission for a permit to reduce shark, ray, ratfish, carp, and hake.

Mr. Hiller told *Pacific Fisherman* that he had built an experimental fish reduction plant at Morro Bay, and here he would work out some new ideas for the reduction of scrap fish into fish meal and oil. Leroy Smith will be superintendent of the plant.

B. C. Fish Technologist Assigned to Ceylon

A. W. Lantz of the Pacific Fisheries Experimental Station, Vancouver, B. C., has left for Colombo, Ceylon, to advise the government there regarding modern methods of fish processing. His appointment is a a sequel to Canada's undertaking under the Colombo Plan for the rehabilitation of that area's fishing industry. Several months ago, it will be recalled, British Columbia-built fishboats with Canadian skippers were sent to Ceylon to demonstrate efficient methods of fishing.

S. W. Roach and E. G. Baker, also of the experimental station's staff, have gone to Northern Canada to study and recommend a system of icing chilled whitefish for transportation.

"Torrente Bros." Lost

Fire of undetermined origin swept the 80′ purse seiner *Torrente Bros.*, as it was salmon fishing some 12 miles northwest of the Golden Gate last month.

Word of the fire was radioed Coast Guard headquarters by another fishing boat the *Two Sisters*, after the *Torrente Bros.* three man crew of Joe Torrente, his brother, Mike, and the engineer, all of San Francisco had been rescued.

THE ONLY WAY TO COMPETE WITH

Archer "S"

IS BY USING

Archer "S"

America's Finest

SOYBEAN SALAD OIL

PREMIUM FLAVOR AT NO EXTRA COST!

Refined deodorized and winterized by continuous vacuum process

A superb oil for canning tuna and sardines!

ARCHER-DANIELS-MIDLAND COMPANY
MINNEAPOLIS 2, MINNESOTA

FOR ANY BOAT and SERVICE

KERMATH

MARINE ENGINES

PROVIDE

EVERY Power Demand

Kermath manufactures the world's widest range of strictly marine engines, covering all power and speed requirements. No matter what your needs—from 5 to 580 h.p.—you'll find a Kermath engine that's made-to-order for your particular need.

Sunde's engine department can meet your demands. Engines, Parts, Service or Advice, our Engine Experts are ready to help you.

SEA-ROVER—130 h.p. at 3000 r.p.m.—6 cyl.

Call, Phone or Write Us Today

Since 1882 DISTRIBUTED BY EL 0136

MARINE SUPPLIES

SUNDE & d'EVERS CO.

COLMAN DOCK (PRONOUNCED SUN-DE & DE-VARE) SEATTLE, WASH.

Fishermen's Packing Corporation

ANACORTES, WASH.

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: **ANACORTES, WASH.**

ADAMS AMERICAN NETTING **TUBBS CORDAGE** **PABCO MARINE PAINTS**

A. D'ACQUISTO & SONS

FISHERMEN'S SUPPLIES

COMPLETE TROLLING EQUIPMENT

Phone: 2-4110 **Municipal Wharf, Monterey, Calif.**

VITA FOOD

TRADE MARK

PRODUCTS, INC.

GENERAL OFFICES — NEW YORK CITY

Importers & Exporters — Producers, Packers, Smokers

FISH OF ALL KINDS

Mildcured and Frozen from all Principal Centers of Alaska

SEATTLE OFFICE — 1844 WESTLAKE NORTH

The above anchors have the same holding power*... but look at the difference in cost and weight. For safety and ease of handling, equip YOUR boat with...

DANFORTH ANCHORS

*Send for complete data

2153 Allston Way, Berkeley 4, Calif.

KOHLENBERGER ENGINEERING CORPORATION

DEPENDABLE REFRIGERATION SINCE 1922 — FULLERTON • CALIFORNIA

DEPENDABLE REFRIGERATION

SERVING PACIFIC FISHING FLEETS SINCE 1922

Our engineering staff is always at your service. Phone or write for name of nearest boat yard to serve you.

Foreign Inquiries Solicited

General Offices and Factory: **FULLERTON, CALIFORNIA**

Telephones L.A. Mutual 6497 Lambert 5-3521

ɪm Whales Feature eptionally Good "Kill"

ɡgest whale catch in recent years ing recorded by the killer fleet itish Columbia Packers this year ıe northwest coast of Vancouver d.

re than 500 whales had been by early September, and every operation added to the total. whale hunt was expected to con- until the end of September un- dverse weather conditions inter- l.

ring the early years of the cen- the old Consolidated Whaling ɔration, operating out of Vic- occasionally killed 700 or more s, but in recent years the har- nas averaged around 350 to 400, ast year's 465 was the largest since B. C. Packers entered the soon after the close of World II.

unusual fact about this year's ng is that about 50% of the s killed have been sperms, or e the number taken last season. 952, 240 finbacks were taken nly 126 sperm whales.

a Partly Prepared in itories Duty-Free

anese-caught tuna landed in or Samoa and there converted cleaned, pre-cooked loins and n would enter the United States product of those American terri-, even though it might be packed ns and ready for processing only the addition of oil, salt and a op.

s is the official word expressed e Bureau of the Customs.

ıa canned in Japan and shipped nerican territories for labelling l not, however, become a product ıose territories, and would be ct to duties and labelling restric-

Westgate-California's Brand Right Upheld

Westgate-California Tuna Packing Company, San Diego has the right to continue to use its famed "Breast O' Chicken" label without the necessity of having it registered with the U. S. Patent Office. This has been upheld by the U. S. Court of Appeals in Washington, D. C.

The court ruled that in the past years the Court of Appeals in San Francisco has twice decided Westgate-California cannot be compelled to stop using the trademark. Though unregistered, the label is copyrighted and Westgate-California is the only company which can use the brand name, according to James B. Lane, company president.

MORE SARDINE PROCESSING PLANTS ARE AUCTIONED

Three more well known sardine processing plants on Monterey's once booming Cannery Row have been auctioned off by the Reconstruction Finance Corp.

They were the Central Packing Co., Monterey Fish Products Co., and a two-story warehouse, formerly belonging to the Aeneas Sardine Products Co.

Central Packing Co. contains a modern sardine cannery as well as a reduction plant and Monterey Fish Products Co. was a straight reduction plant.

A group of four Monterey Peninsula businessmen, Edison Holt, Wesley Dodge, George Leutzinger, manager of the Peninsula Packing Co., and Thomas Jay Hudson, purchased the Central Packing Co. and Monterey Fish Products Co. for a total of $75,000. The two buildings and their equipment were once worth an estimated $500,000.

Parr Interests Acquire All Red Rock Stock

Parr-Richmond Terminals is now the sole owner of Red Rock Fisheries, Pt. San Pablo, Calif., through a purchase of stock not already held by the Parr interests.

Red Rock Fisheries is a modern sardine processing plant. There are four can lines and two reduction plants in the set-up. It was built in 1940, and was managed until this time by J. H. "Prince" Dempsey.

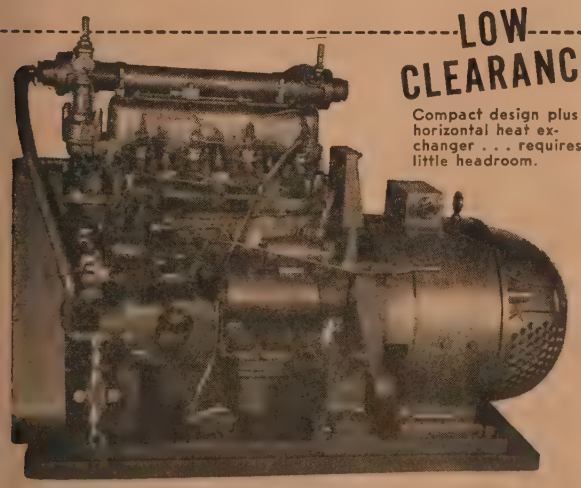
Mr. Dempsey will now devote his full time to the Hickmott Canning Co., Antioch, Calif., which packs shad and shad roe, as well as fruits and vegetables. Manager of Red Rock will be Paul Orloff, who for years has been superintendent of Parr Richmond Terminals at Pt. San Pablo. Stanley Bergerson, who for many years has been office manager of Red Rock, will continue in that capacity.

Fred Parr, head of Parr Terminals will continue as president of Red Rock Fisheries. Just what the Parr interests will do with Red Rock has not been decided.

San Pablo Fisheries, a sardine reduction plant at Pt. San Pablo, has been sold by Parr-Richmond Terminals to Peruvian interests, and the machinery has been moved to that country.

This plant also was managed by Mr. Dempsey. With the removal of San Pablo Fisheries, about seven or eight of the 22 or 23 plants that were on Pt. San Pablo during the hey day of the sardine reduction industry are now left.

Mr. and Mrs. George V. Castagnola of Santa Barbara, Calif., announced in August the engagement of their daughter, Virginia Ann, to William George McMahon. Mr. Castagnola owns several fishing boats and is the operator of the George V. Castagnola Seafoods in Santa Barbara. His daughter is a junior at Stanford University, where her fiance is also a student.



LOW CLEARANCE

Compact design plus horizontal heat exchanger . . . requires little headroom.

IT GIVES YOU BOTH AC and DC!

5,000 watts Alternating Current to operate lights, refrigerator, range, radio, and bilge pump. And the same unit also gives you—

2,000 watts Direct Current, 32 Volt, for charging batteries. This 7 KW unit, with 4-cylinder diesel is compact and free from "gadgets". It has the built-in dependability for which "U. S." Electric Plants are famous.

Write for more information

UNITED STATES MOTORS CORP.

420 NEBRASKA STREET
OSHKOSH, WISCONSIN

Highest *Quality*

ARB

Brand

Canned Mild Cured and Frozen **SALMON**

FARWEST WRANGELL CO., INC.
WRANGELL, ALASKA
Seattle 9 Office: 750 Westlake N.
Phone: MAin 7448

H. C. HANSON
Naval Architect :: Engineer
Phone ELiot 3549
102 Colman Ferry Terminal
Seattle 4

THE ALASKA LINE
First
In Serving
Alaska's
Greatest
Industry
ALASKA STEAMSHIP COMPANY
Pier 42
Seattle 4

ARTHUR DE FEVER
Naval Architect & Marine Surveyor
Consultation *Re-Conditioning* *Survey*
Ship Design *Inspection* *Appraisers*
701 East Harbor Drive, P.O. Box 1049
San Diego 12, California
Phone No.: F-9-2159

PETERSBURG
Cold Storage Co., Inc.
PETERSBURG, ALASKA
Ralph Hall, Manager
Commercial
FREEZING and STORAGE
Excellent Facilities for
Buyers and Fishing Boats
BAIT ICE

YOU MAKE MONEY ON THE BEACH, TOO
when you bring your boat to
NATIONAL STEEL AND SHIPBUILDING CORPORATION
HARBOR DRIVE AT 28th
Phone Franklin 9-8065 ● San Diego 12

PHILIP F. SPAULDING
NAVAL ARCHITECT AND MARINE ENGINEER
65 Marion Street Viaduct MAin 4954
SEATTLE 4, WASHINGTON

The Campbell Machine Co.
SAN DIEGO 12, CALIFORNIA
BOAT BLDG. MACHINERY REP
ANCHOR and CARGO WINCHES
Distributors
"Union" Diesel Engines

Willapoint
OYSTERS
—Are opened fresh, canned fresh in rich oyster nectar, and cook and taste like a fresh oyster!

San Diego Marine Const. Co.
SHIP CONSTRUCTION
and REPAIRS
Marine Railways, Floating Drydock
Foot of Sampson Street
SAN DIEGO 12, CALIF.

G. BRUCE NEWBY
Consulting Naval Architect
and
Marine Engineer
Telephone 966-35 4549 East Anaheim S
Long Beach 4, California

American Hammered Piston Rings
Briggs Oil Filters
Lathrop Marine Engines
H. G. McLaughlin Co., Inc.
76 YESLER WAY SEATTLE 4

GRANDY BOAT COMPANY
MARINE WAYS
BUILDERS OF
ALL TYPES OF FISHING VESSELS
REPAIRS and ALTERATIONS
2538 Westlake Ave. North Seattle 9, Was

NUTTALL-
STYRIS CO.
825 Columbia
FISHERY SUPPLIES
San Diego 1 Calif.

PAUL W. HILLER
315 AVALON BLVD. WILMINGTON, CALIFORNIA
MARINE MECHANICAL EQUIPMENT
TEL: TERminal 44-538

COMPLETE SOUTHERN CALIFORNIA SALES COVERAGE
R. M. SLOAN CO.—Brokers
1231 EAST SEVENTH STREET
TWX LA 634
LOS ANGELES 21, CALIF.
Phone MAdison 6-5291

. Glosten Joins Firm Seattle Naval Architects

awrence R. Glosten has recently pted the position of senior naval itect for the firm of Phillip F. ilding of this city.

r. Glosten was previously asso- d with the office of Supervisor hipbuilding in San Francisco for United States Navy. Prior to that , Mr. Glosten was appointed as l architect to observe the Bikini n bomb test, also for the United es Navy.

rom 1948 to 1950 he served as engineer and assistant to the ral manager of the Porto Rico and Lighterage Company of San , Puerto Rico.

r. Glosten and his family are plan- permanent residence in Seattle.

W. Shepherd Confers n Universal Sales Chief

. W. Shepherd, general manager Shepherd Marine, Los Angeles, Pedro and San Diego, visited the kosh plant of Universal Motor Co. ntly and consulted with E. G. lerson, vice president and general manager. Mr. Shepherd was in- ed that his company is now one ne largest volume distributors for ersal 100% Marine Motors on the fic Coast, due to Shepherd's rap- increasing volume of sales.

Mortimer Joins Marine t. of Hansen & Rowland

vrence B. Mortimer has been appoint- the marine insurance department of en & Rowland, Inc., at Tacoma, where ll work with Ed Broz. Herb Duren, of the marine department, will give time to other phases of the business.

Mortimer brings 22 years of marine ance experience to his new position. esigned his position as vice president os Angeles manager of the American national Marine Agency to join the na firm.

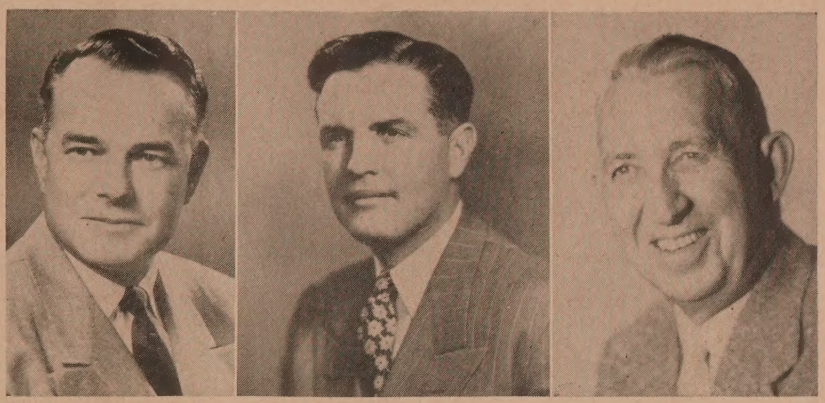
rprise Diesel Opens Two Sales-Service Offices

urning from a sales exploration trip, I. Birchard, vice president and gen- nanager of Enterprise Division, Gen- Metals Corporation, announces two ales and service offices to handle en- business in Denver and the Rocky tain area and in Minneapolis.

T. Anderson returns to San Francisco sistant general sales manager under resident Birchard.

Birchard says business is now hard- get and that buyers are taking a l look before laying cash on the line. application engineering and close with consulting engineers is turning bstantial business requiring expand- es and service facilities for the Enter- Division of General Metals Corpora-

LINES and LEADERS



Arthur L. Fox, left, Harry W. Huntsman, center, and W. Z. "Bill" Ritchie, all promoted in personnel changes made by Western Waxed Paper Division, Crown Zellerbach Corporation.

Western Waxed Paper Promotes Sales Staffers

Arthur L. Fox, formerly sales manager of the North Portland, Oregon, plant of Western Waxed Paper Division, Crown Zellerbach Corporation, has been appointed manager of sales promotion and advertising at the company's headquarters in San Leandro, Calif.

W. Z. (Bill) Ritchie has succeeded Fox as sales manager of the North Portland plant. He was formerly sales representative in Montana, North and South Dakota, Northern Idaho and Northern Wyoming.

Harry W. Huntsman, formerly sales manager in the firm's Los Angeles plant, has been named assistant manager and sales manager of the San Leandro plant.

John J. McCann has been appointed acting sales manager of the Los Angeles plant. He was previously a Los Angeles sales representative.

Evans Engine Dock Improved To Serve Small Fish Boats

The introducing of the new General Motors valveless 2-cycle diesel has brought about a minor revolution in the type of work done at the Evans Engine Company plant on Lake Union.

Earlier models of the popular GM 2-cycle engine—the 71's and the 110's—found a ready place in commercial fishermen and workboats, and in many large cruisers, but even the smallest of these models was too large for the smaller fish boats.

The new model 4-51 is meeting this need and to provide suitable facilities for docking these smaller craft during installation of their new Diesel engines, the north face of the Evans south pier has been faced with 3"x12" planking spiked vertically to the dock stringers. Small boats of all sizes can now be moored alongside without risk of damage from projecting piling or other parts of the dock structure.

Pacific Coast Fish Boats Featured in "Cat" Booklet

"Dependable Fishing Power," a booklet urging boat owners to "spend time fishing —not fixing," has been released by Caterpillar Tractor Co.

In this eight-page color publication Caterpillar-powered boats are shown fishing in Mexican, Alaskan, Egyptian and American waters. Designed to inform fishermen in the 70 countries where Caterpillar has marine dealers, the booklet is available in Spanish, French, Portuguese and English.

The publication (Form 30622) may be obtained from Caterpillar Tractor Co., Peoria, Ill. or dealers.

Among the Pacific Coast fishing vessels featured in the booklet are: the Alaska seiner **Marie H.**, of which Carl Marvin is chief engineer; the **Catherine Paladini** of the A. Paladini, Inc., fleet, San Francisco, with Capt. Axel Bjork as skipper; the seiners **Janet N.**, owned by Delbert Nix; and D. Roberts' **Charlene**, both of Ketchikan.

Another new Caterpillar booklet featuring Caterpillar D337 and D326 marine engines is now available from Caterpillar Tractor Co., Peoria, Ill. and its marine engine dealers.

The 16-page color booklet dealing with these six-cylinder diesel engines contains cutaway pictures, functional diagrams, specifications, etc. and will be of prime interest to marine engine users.

Universal Engines Fit Well in Seine Skiffs

The Mardesich Boat Works of San Pedro report the increasing popularity of installations of Universal Motor Company's Unimite engine in net skiffs for the purse seine fleet. Reduction is customarily 3 to 1 in these installations. During the past year this yard has constructed a number of plywood skiffs for the local fishing industry. Shepherd Marine, Los Angeles and San Pedro, supply the Universal motors.

Baker AIR CONDITIONING AND REFRIGERATION

. . . The Choice of Experienced Fishermen!

Insuring Their Valuable Tuna Cargoes, Trip After Trip—Year After Year—More than 50 Southern California Tuna Clippers Have Baker Refrigeration For Economical Operation —And Dependability!

BAKER ENGINEERING CORPORATION

LOS ANGELES SAN PEDRO

ADVERTISING INDEX

Adams Net & Twine Co. 56
Alaska SS Co. 74
Albina Eng. & Mchne. Wks. 40
American Mfg. Co. 37
American Marine Paint Co. 33
Archer-Daniels-Midland Co. 71

Baker Engr. Corp. 75
Barry & Co., J. R. 61
Bendix Aviation Corp. 30, 51
Bohne & Son, Dan 50
Brock's Bait Boats 50
Bryant's Marina 51
Buelow & Co., C. F. 64

California Cotton Mills 52
California Marine Curing & Packing Co. 61
Camillo, J. J. 70
Campbell Machine Co. 74
Carruthers Co., E. H. 70
Caterpillar Tractor Co. Inside Back Cover
Columbia River Packers Inc. 63
Continental Can Co. 3
Coventry Victor Engines 51

D'Acquisto & Son, A. 72
Danforth Anchors 72
Davis Fishing Tackl eCo., Les 76
DeFever, Arthur 74
De Laval Separator Co. 6
Delea Fish Preservators, Inc. 61
Deming & Gould Co. 60
Diversey Corp. 48
DuPont de Nemours, E. I., Nylon Netting Division 2

Electromatic Sales & Service 29
Enterprise Eng. & Mchny. Co. 35
Enterprise Mfg. Co. 48

Fairbanks, Morse & Co. 19
Farwest Wrangell Co. 74
Federal Propellers 8
Fellows & Stewart, Inc. 50
Fibreboard Products, Inc. Outside Back Cover
Fish Net & Twine Co. 66
Fishermen's Packing Corp. 72
Forster Shipbuilding Co. 50
Freeman, Doc 50
Freeman, Wood 47
Fremont Electric Co. 27
Frohman & Sons, L. H. 70

General Motors Corp. 41
General Petroleum Corp. 14
Glass-Fiber & Plastics Supply Inc. 42
Gosse Co., F. A. 63
Grandy Boat Co. 74

Hall-Young Co. 50
Hanson, H. C. 74
Harbor Boatbuilding Co. 50
Harnischfeger Corp. 54
Hart & Burns, Inc. 29
Heminway & Bartlett Mfg. Co. 26
Hiller, Paul W. 74

Kaar Engr. Corp. 70
Kelley-Clarke Co. 64
Kohlenberger Engr. Corp. 72

Larson Boat Shop, Al 50
Lathrop Engine Co. 70
Linen Thread Co., Inc. 44
Long Beach Salt Co. 76

MacDonald & Co., D. K. 48
Marine Constr. & Design Co. 33
Marine Products, Inc. 58
Mathers Supply Co. 50
McKinney Co., H. G. 50
McLaughlin Co., H. G. 74
Meletron Corp. 59
Metal Marine Pilot 47
Moffitt, Inc., Lucian Q. 58
Mt. Vernon-Woodberry Mills 10
Murphy Diesel Co. 28
Mustad & Son, O. 65

National Steel & Shipbldg. Corp. 74
National Supply Co. 7, 45, 65
N C Marine 27
Newby, G. Bruce 74
New England Fish Co. 64
Nordberg Mfg. Co. 46
Nordby Supply Co. 40
Northern Products Co. 70
Nuttall-Styris Co. 74

Oceanic Sales Co. 66
Oxenberg Bros., Inc. 61

Pacific American Fisheries, Inc. 60
Pacific Marine Supply Co. 38, 39
Pacific Tel. & Tel. Co. 58
Pacific Towboat & Salvage Co. 50
Pauls Fish Net Co. 4
Petersburg Cold Storage Co. 74
Pettit Paint Co. 5

Radiomarine Corp. 9
Red Wing Motor Co. 8
Roder-Blackburn Corp. 50
Roebling Sons Corp., John A. 8
Rudd & Cummings 51

San Diego Marine Constr. Co. 74
San Juan Fish. & Pack. Co. 23
Seasidt Supply Stores 50
Shell Oil Co. ..... Inside Front Cover
Shepherd Marine 8
Shore Line Diesel Maintenance 50
Sloan Co., R. M. 74
Spaulding, Philip F. 74
Sperry Gyroscope Co. 42
Sponge Rubber Products Co. 69
Standard Oil Co. 36
Standard Steel Corp. 70
Stix, Inc., Robert L. 61
Sudbury Laboratory 43
Sunde & d'Evers 72

Tacoma Boatbuilding Co. 48
Thompson Engr. Co. 51
Tide Water Assoc. Oil Co. 24
Tubbs Cordage Co. 68
Turner Halsey Co. 10

Union Oil Co. 32
U. S. Motors Corp. 73
U. S. Rubber Co., Clothing 65
Universal Motor Co. 76

Vita Food Products 72

Washington Iron Works 50
Westgate-California Tuna Packing Co. 63
White & Sons, Wilfrid O. 46
Whitney & Co. 62
Whiz Fish Products Co. 61
Willapoint Oysters 74
Winslow Engr. Co. 66
Woolsey Paint & Color Co. 45

Les Davis
Commercial
Velux®
Monofilament
Nylon

stronger . . . softer . . . thinner
more resilient . . . longer lasting

Les Davis processed Velux monofilament nylon sets a new standard for the finest in strong, long-lived, easy-to-use commercial nylon line. The specially processed DuPont nylon comes packed in 50- and 100-yd. coils, packed 6 to a box. Colors: Clear, Blue Mist, Davis Green, Camouflage.

60-lb. test
85-lb. test
100-lb. test
165-lb. test

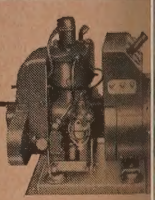
At Your Marine Supplier or Write for Literature

IF LES DAVIS MAKES IT
THE FISH TAKE IT

Les Davis
2120 N. STEVENS STREET • TACOMA 7, WASH.

For shipboard Electricity you can depend upo

Universal
True-Marine Electric Plants!



For a safe, sure, ever-ready source of electric power, choose a Universal; backed by over a half century of 100% marine engineering experience. They are smaller, simpler to install — with water-cooled models for every b Sizes from 250 watts to 35 KW, gasoline and diesel. All voltag all types control. Write for complete bulletin.

UNIVERSAL MOTOR COMPAN

423 Universal Drive, Oshkosh, Wis.

Seattle—Pacific Marine Supply Co. • San Francisco—Thomas A. Sho Los Angeles, San Diego—Shepherd Marine • Honolulu—McWayne Supply Co. • Prince Rupert, Vancouver, Victoria—Edward Lipset Coos Bay, Oregon—Elfving's Marine & Builders Supply Portland—Lee McCuddy's Columbia Marina

SALT

That Has Stood the Test for Over 45 Years

All Grades :: High Quality :: Fair Prices

Long Beach Salt Co.

2476 Hunter Street, Los Angeles 21, Calif.
PROMPT SERVICE BY TRUCK OR RAIL
PHONE: TUcker 1424

NOT ONE PENNY for repairs in 2½ years!"

e fishing boat *St. Rita*, out of San Diego, is a trim ooter, with 13-foot, 6-inch beam, and capacity for tons of fish. Her Cat* D8800 Marine Diesel, swing- a 38x29 wheel, gives her an average speed of 8 knots.

Working off the coast of Southern California and xico, the *St. Rita* brings in good catches of yellow- and other commercial fish.

Donald Corona, who owns the boat with Frank Joe Corona, says: "We have had absolutely no ıble with our Caterpillar Engine. Not one penny has n spent on it in the 2½ years it has operated. Our 300 is a really dependable engine."

How much has *your* engine cost you in the last 30 nths? How many days' fishing have you lost while vas tied up for repairs? Your Caterpillar Dealer can give you prompt delivery on the right engine for your boat—12 sizes, honestly rated, up to 400 continuous horsepower. He'll back its long, trouble-free life with reliable dockside service. And he'll prove its over-all economy with facts and figures. When you buy an engine it's for a long time. Look at your *last* cost *first*.

CATERPILLAR, San Leandro, Calif.; Peoria, Ill.

CATERPILLAR*

*Both Cat and Caterpillar are registered trademarks—®

SPECIFY CAT MARINE ENGINES FOR HIGH-PROFIT PERFORMANCE

FIBREBOARD *Shipping Cases*

ARE ALSO TRAVELING BILLBOARDS!

In transit... in dealer displays... re-used at check-out counters as convenient carriers for customers' purchases, your shipping case is a four-sided billboard if properly used. FIBREBOARD'S Designing Department has assisted many packers and manufacturers in the effective use of this valuable advertising space.

FIBREBOARD PRODUCTS INC.

16 plants on the pacific coast

it's the way your goods ARRIVE that counts!

FIBREBOARD PRODUCTS INC.

Home Office: 1789 Montgomery Street • San Francisco 11